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**ORDINARY MEETING**

**OF**

**TRANSPORT AND URBAN DEVELOPMENT COMMITTEE**

**AGENDA**

**Time:** 9:15 am  
**Date:** Wednesday, 4 May 2016  
**Venue:** Committee Room 1  
Ground Floor, Council Offices  
101 Wakefield Street  
Wellington

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**MEMBERSHIP**

Mayor Wade-Brown  
Councillor Ahipene-Mercer  
Councillor Coughlan  
Councillor Eagle  
Councillor Foster (Chair)  
Councillor Free  
Councillor Lee  
Councillor Lester  
Councillor Marsh  
Councillor Pannett  
Councillor Peck  
Councillor Ritchie  
Councillor Sparrow  
Councillor Swain  
Councillor Woolf  
Councillor Young

(Greater Wellington Regional Council)

**Have your say!**

*You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 803-8334, emailing [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz) or writing to Democratic Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number and the issue you would like to talk about.*

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## **AREA OF FOCUS**

The focus of the Committee is to direct growth to where the benefits are greatest and where adverse effects are minimised, and to deliver a quality compact urban environment.

The Committee will also lead and monitor a safe, efficient and sustainable transport system that supports Wellington's economy and adds to residents' quality of life with a strong focus on improving cycling and public transport and enhancing Wellington's walkability.

**Quorum:** 8 members

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**TABLE OF CONTENTS**  
**4 MAY 2016**

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<b>Business</b>	<b>Page No.</b>
<b>1. Meeting Conduct</b>	<b>5</b>
<b>1.1 Apologies</b>	<b>5</b>
<b>1.2 Conflict of Interest Declarations</b>	<b>5</b>
<b>1.3 Public Participation</b>	<b>5</b>
<b>2. General Business</b>	<b>7</b>
<b>2.1 Hearings - Hutt Road Cycleway</b>	<b>7</b>



## **1 Meeting Conduct**

### **1.1 Apologies**

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

### **1.2 Conflict of Interest Declarations**

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

### **1.3 Public Participation**

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.



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## 2. General Business

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### HEARINGS - HUTT ROAD CYCLEWAY

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#### Purpose

1. To provide a copy of the submissions and a list of submitters making oral submissions in support of their written submissions on the Hutt Road Cycle Path consultation.

#### Summary

2. The Hutt Road Cycle Path project is part of the agreed work programme under the Urban Cycleway Programme. Consultation ran from 16 March through to 13 April 2016.
3. In total 991 written submissions were received. 46 submitters wish to be heard. A schedule of submitters and a copy of their submissions are attached as attachment 1.

#### Recommendations

That the Transport and Urban Development Committee:

1. Receive the oral submissions.

#### Attachments

Attachment 1. Hearings - Hutt Road Cycleway schedule of submitters and a copy of their submissions Page 8

Author	Darren Reddiex, Sustainable Trans Proj Co-ord
Authoriser	Paul Barker, Safe and Sustainable Transport Manager

**Hearings | Hutt Road cycleway - Wednesday 4 May 2016, 9.15am**

Time	Minutes	Sub #	Name	Organisation	Page #
9:20	5	1	Michelle Rush		1
9:25	5	2	Chris Gollins		3
9:30	5	3	Sridhar Ekambaram		5
9:35	5	4	Alastair Smith		7
9:40	10	5 & 6	Peter Ramsbottom	EN Ramsbottom & Ramsbottom Properties	9
9:50	5	7	Peter Barlow		11
9:55	5		Buffer		
10:00	5	8	Nick Crowe		12
10:05	5	9	John Lucinsky		14
10:10	5		Buffer		
10:15	5	10	Michael Ellis		15
10:20	5	11	Don McLean		16
10:25	5	12	Jenny van der Merwe		17
<b>10:30</b>	<b>15</b>		<b>Morning tea</b>		
10:45	5	13	Jeff Owens		18
10:50	5	14	Tom Bennion		23
10:55	5	15	Keith Morris		27
11:00	5	16	Brent Slater		29
11:05	5	17	Diane Calvert		35
11:10	5		Buffer		
11:15	5	18	Ken Glassey		36
11:20	10	19	Christine McKenna	Khandallah Residents Group	38
11:30	10	20	Helga Wientjes		45
11:40	5	21	Trevor Knowles		46
11:45	5	22	Peter Panettieri		48
11:50	10	23	Jo Glen	Best Start (Early Years Hutt Road)	55
12:00	5		Buffer		
12:05	5	24	Tracy Berghan White		56
12:10	5	25	Tony Randle		57
12:15	10	70	Mike Mellor	Living Streets Aotearoa	71
12:25	5	26	Mike Mellor		75
<b>12:30</b>	<b>45</b>		<b>Lunch</b>		
13:15	5	27	Matt Jones		77
13:20	5	28	Tony Simmers		80
13:25	5	29	Chris Horne		82
13:30	5	30	Keith Mitchell		84
13:35	5		Buffer		
13:40	10	31	Alex Gray	Wellington District Council NZAA	85
13:50	10	32	Andrew Skinner / Matt William	Carters	89
14:00	5		Buffer		
14:05	5	33	Jonathan Kennett / Paul Kennett	The Kennett Brothers Ltd	98
14:10	5	34	Benjamin Burkhart		99
14:15	5	35	Nick Edwards		101
14:20	10	36	Michael McKeon	KiwiRail	103
14:30	5		Buffer		
14:35	5	37	Cr. Paul Bruce		106
14:40	5	38	Boyden Evans		107



Time	Minutes	Sub #	Name	Organisation	Page #
14:45	5	39	Chris Heyhoe		109
14:50	10	40	Patrick Morgan	Cycle Action Network	111
<b>15:00</b>	<b>15</b>		<b>Afternoon tea</b>		
15:15	5	41	Brian Wolfman		112
15:20	10	42	David Tripp	Hutt Cycle Network	113
15:30	5	43	Julian Boorman		119
15:35	5		Buffer		
15:40	5	44	Sam Somers		121
15:45	10	45	Ron Beernink	Cycle Aware Wellington	122
15:55	5	46	Andrew Gane		128
<b>16:00</b>			<b>Meeting concludes</b>		

**Hutt Road Cycle path – Submission**

**1**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michelle Rush	Ngaio	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes, but please consider...(add comments)

Please also explore re-siting the entrance to Spotlight to make it directly opposite Ngaio Gorge Road and controlled as part of the traffic lights. I have been hit by a car and many near-misses at this entrance particularly when riding my bike outside of peak times (when cars probably aren't expecting them) - you have an opportunity to sort this now for everyone as part of this work so please do it (even though I know fiddling with traffic light systems is expensive)

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes, but please consider...(add comments)

To help you could change footpath texture or colour and / or consider painting to help make this very clear

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes, but please consider...(add comments)

As above. Consider changes in texture / colour on the surface to make it very clear for both walkers and cyclists

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes, but please consider...(add comments)

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes, but please consider...(add comments)

As I said above, changing the entrance to Spotlight so that it is directly opposite Ngaio Gorge Road and operated on a traffic light system (as part of the traffic lights already controlling this intersection) - and also lights associated with this on the bike path to make it extra safe.

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes, but please consider...(add comments)

Take steps to: a) encourage carpooling to make the most of this new system (and carpooling with three or more people) as part of this: could public agencies, e.g. the hospital, universities, provide free or reduced cost staff parking to those who fill their car up for instance?b) Use congestion charges to subsidise public transport, e.g. in some world cities there is a low uniform charge for public transport which means you would pay the same to come from Raumati as to come from Crofton Downs on the train - this does two things: reduces inequality (poor people tend to live further out) and provides a massive incentive to use

1

public transport. Which is what Wellington with its tight geography desperately needs.

**DO YOU HAVE ANY GENERAL COMMENTS?**

a) Do your community engagement PROPERLY this time! Island Bay was a completely unnecessary mess. This survey is a start. I want to hear exactly what people have said; how you are responding; what the next steps are; and how people will continue to be involved, and who and how the final decisions will be made.

b) Be prepared to spend money or look at creative ways to help the businesses along the route re-adjust, e.g. ways they can get parking OFF the road on their properties (reduce or waive consent charges? Allow them gravel, not paved r.o.w?) Be prepared to think creatively in an 'all of council way' on this with them. And b.t.w. I'm sure Spotlight would love a proper traffic light system outside their business: it is a no-brainer for safety of their customers as well as cyclists and walkers and other traffic.

**Hutt Road Cycle path – Submission**

**2**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris Gollins	Other	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes, but please consider...(add comments)

I've cycled in Wellington (road bike) for 48 years. I've raced and ridden in numerous countries. Wellington's roads are more dangerous for road cyclists now than ever before. Cycling is NOT 'one size fits all'. If road cyclists are to use bike paths it's absolutely crucial that they are swept (thoroughly) at least weekly and are free of obstacles. Road (racing) cycle tyres will puncture on material barely visible to the eye. On the road the tyres of cars and other vehicles perform this sweeping action constantly, flicking debris to the left, often onto what is called the 'cycle lane'. This is why 'road cyclists' frequently ride in the (swept) traffic lane rather than the 'bike lane', further aggravating motorists, but avoiding punctures. Remember too that road cyclists more often than not regularly on a ride of 100kms+ at an average of say 30kph. They get tired. Traffic calming measures, kerbs, speed bumps etc are sources of frustration and danger to be avoided.

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes

You MUST use painted lanes very similar to Brisbane. Frequently the cyclists are cruising at 30kph+. It's crucial that pedestrians have a constant, not occasional, reminder not to stray even momentarily into the cycle lane without looking carefully.

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Don't know

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

No

3

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DO YOU HAVE ANY GENERAL COMMENTS?

**Hutt Road Cycle path – Submission**

**3**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sridhar Ekambaram	Karori	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes, but please consider...(add comments)

Adding signage to clarify where cyclists are restricted to. Maybe green paint

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Don't know

**DO YOU HAVE ANY GENERAL COMMENTS?**

The problem area is still with cyclists coming down Ngauranga gorge. This design seems to be on the assumption that cyclists will be coming down the footpath on the side along with moving cars. This foot path is very narrow and has lots of hazards namely blind spots due to rock faces. A better option would be to convert foot path on the other side (which is already shared footpath coming up the gorge) into contra flow cycle lane. In most places, it is wide enough. The only pinch points are between Tyers road and NIMT bridge which could be fixed as well.

Please consider this option as well in designing the Ngauranga Gorge junction. right now, your proposal is to replace the existing cycle lane between Hutt Road exit and Ngauranga signal with Bus lane and putting a new cycle lane on the traffic island. while this is a good idea, it commits cyclist to come down the gorge on

5

the more dangerous narrow footpath for ever. A similar provision on the other side with contra flow options will also future proof requirements.

**Hutt Road Cycle path – Submission**

**4**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alastair Smith	Aro Valley	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes, but please consider...(add comments)

It's great that a 3m cyclepath plus a 2m walking path is being proposed. The concept design by Opus shows that this is possible, but it's important that the 3+2 vision isn't compromised. Experience in other locations (e.g. Beach Road in Auckland - where pedestrians stray into the cycle only path except where it is physically separate) indicates a physical divider will be needed, adding 0.5m, and where there are parked cars, a 1m buffer zone will be required. So in practice up to 6.5m will be required. Additionally, the cycleway should look different from the walkway (e.g. green colouring lane markings) to reduce the risk of pedestrians intruding into the cycleway. Where the existing footpath does not provide sufficient width, space should be purchased from landowners, or the kerb should be moved, narrowing lane widths if necessary. There may be advantages in placing the walking path next to the road, rather than the proposed design where the cyclepath is next to the road. Cars exiting and entering businesses could do so in two stages, first crossing the cycleway, then staying in a buffer zone while waiting for the road to be clear. The walking path would be a better buffer zone than the cycleway. Pedestrians are less at risk than cyclists when passenger side doors of parked cars are opened. The cycle/walk way should have right of way at all intersections including Westminster St.

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes

See previous comments. Also, the proposed design for biking from Ngauranga Gorge onto the Hutt Road raises questions. There will need to be an approach lane so that bikes don't have to veer across the Petone-bound lane. The design appears to assume cyclists will stop and use pedestrian lights. It would be better to have a straight through bike lane, with a phase that gives cyclists a head start over general traffic, and then a slip lane allowing bikes to join the cycleway south of the intersection.

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes, but please consider...(add comments)

It's good to see the project following the principle stated in the Cycling Framework (p.13) that "the

7



movement of traffic will take priority over on-street parking." However this is already being compromised in the concept design by providing "show room parking" for the car dealership at 138 Hutt Rd, narrowing the cycle path to 5m. I'm not aware of any other car dealership that is allowed to use public footpath as display area. Although on footpath parking is being removed for the project, large amounts of off street parking are available in the yards of various businesses along the route.

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**  
Yes

**DO YOU HAVE ANY GENERAL COMMENTS?**  
T2 will encourage ride sharing, reducing total volume of cars; and make public transport more efficient. The aim of the project should be to make PT, cycling and walking more attractive, rather than prioritising car transport and parking.

**Hutt Road Cycle path – Submission**

**5**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter Ramsbottom	Kaiwharawhara	E. N. Ramsbottom Ltd	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

No

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

No

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes

**DO YOU HAVE ANY GENERAL COMMENTS?**

As a property owner of 144 Hutt Road we are concerned that proposed changes will adversely effect safe & easy access to our property.

**Hutt Road Cycle path – Submission**

**6**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter Ramsbottom	Kaiwharawhara	Ramsbottom Properties Ltd	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

No

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

No

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes

**DO YOU HAVE ANY GENERAL COMMENTS?**

As a tenant of 144 Hutt Road we have concerns in regard vehicles entering and exiting safely from our premises. We also concerned at loss of parking for employees.

**Hutt Road Cycle path – Submission**

**7**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter Barlow	Karori	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

No

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes

**DO YOU HAVE ANY GENERAL COMMENTS?**

The pathway/ cycle lane should be between the sea and the railway line / motorway for the full length also covering the Petone to Ngauranga section. Could be a major tourist attraction and serve the purpose of protecting the railway line from storms etc as a buffer and eliminate the trains stopping for number of days each winter. This will need a sea wall built. The cost is minor compared with the cost benefits.

**Hutt Road Cycle path – Submission**

**8**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nick	Crofton Downs	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

No

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

No

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

No

**DO YOU HAVE ANY GENERAL COMMENTS?**

This is a commuter route, cyclist have to ride through the city. We should be on the road. If it was a place to take kids for a nice little ride, good idea, but it's not and it's not going to be  
DO NOT REMOVE the car parks!!!!!!  
you will push them into the local suburbs.  
you will stop those who want to walk or run in or like me in bad weather days cut my ride short and park there.  
Not many people will walk more than 4k to work.  
Bikes should be on the roads and no where near walkers.  
I ride at 30k, E Bikes past me at pace, just widen the road. Cut pavement to power poles or lamps, flatten

road. in the process saving Millions, making it safer for bikes, leaving a place to park cars making Wellington accessible for walkers and runners

**Hutt Road Cycle path – Submission**

**9**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
John lucinsky	Tawa	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

No

**DO YOU HAVE ANY GENERAL COMMENTS?**

Your new plan is just new paint for what is basically there already. YOU DO NOT ADRESS THE PROBLEM OF TRAFFIC LEAVING OR ENTERING BUSINESSES ALONG ITS PATH.This is a dangerous interaction which you have in any way fixed or made better.....the only solution to a SAFE cycleway is to carry on alongside the rail tracks from the Caltex self serve to the aotea overbridge thereby removing all altercations with traffic crossing the cycleway

**Hutt Road Cycle path – Submission**

**10**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michael Ellis	Other	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes, but please consider...(add comments)

The effect on workers by removing all parking

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes, but please consider...(add comments)

That there are some places where parking can be retained.

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes

**DO YOU HAVE ANY GENERAL COMMENTS?**

I am very supportive of the planned upgrade as a regular user of that route. I cycle to work most days and the current condition of the path is substandard. Removing the light poles and other obstacles will make the greatest difference. I am concerned about the people who currently use the parking areas losing their parking. There are some places where this can be retained without effecting the quality of the proposed path greatly, although I accept that a number of parks need to go to allow a proper path to be provided.



**Hutt Road Cycle path – Submission**

**11**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Don	Khandallah	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Don't know

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Don't know

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Don't know

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Don't know

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Don't know

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

No

**DO YOU HAVE ANY GENERAL COMMENTS?**

Onslow Road and Ngaio Gorge are currently very congested in peak periods. The T2 proposal will likely make this substantially worse - for both cars and busses. Has this been considered? Public transport between Khandallah and Hutt is non-existent, many cars travel to the Hutt not just to the City.

**Hutt Road Cycle path – Submission**

**12**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jenny van der Merwe	Horokiwi	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes, but please consider...(add comments)

It would be better to have a cycleway all the way along the waterfront to Petone

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes

There need to be enough space, a line on its own is meaningless

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes

**DO YOU HAVE ANY GENERAL COMMENTS?**

It would be better to have a cycleway all the way along the waterfront to Petone. Move cycling away from the busy road, and do it all along the waterfront

**Hutt Road Cycle path – Submission**

**13**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jeff Owens	Khandallah	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

No

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes, but please consider...(add comments)

Cycles travel much faster than pedestrians and are much safer next to motor traffic

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

No

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes, but please consider...(add comments)

need to allow cyclists to use this lane

**DO YOU HAVE ANY GENERAL COMMENTS?**

Council have only provided one option - two way cycle path and pedestrians on the left, then parked cars, then roadway. As a motorist cyclist and pedestrian I consider this to increase not decrease safety of all user groups. A safety audit on the Island Bay cycle lane is not yet available; this is a much more major proposal and needs proper consideration. The survey form allows comments on each point only if the submitter says they agree with the proposal, but blocks the ability to make individual comments where we don't support the proposal. This is skewed in favour of only allowing comments for those that agree. Council needs to provide for alternative proposals and to allow proper debate. This is not consultation it is ramming through a pre determined decision. I URGE the council to put this proposal on hold pending proper informed debate

**Ngauranga to Thorndon cycle path**

Comments by Jeff Owens 8 April 2016

I live in Khandallah, I own and use a mountain bike, a road bike and a motor vehicle.

On 16 March 2016 the Wellington City Council published a proposal in respect of the above route.

<http://cycleways.wellington.govt.nz/where/northern/project-1-ngauranga-to-aotea/>

In WCC words:

*"We want to turn the existing shared path on the eastern side of Hutt Road into a two-way cycle path. There'll be a separate pedestrian path beside the cycle path, with a white line between them."*

Submissions are due by Wednesday 13 April, but all the Council material indicates their decision is pretty much a forgone conclusion.

My personal view is that the proposal will make conditions MORE dangerous for cyclists, not less, the key issue being motorists having to cross the path of cyclists

That is only my view and no doubt others may hold different views.

My concern is that Council should allow proper informed discussion of other alternatives before fixing on this one.

My key observations:

1. Council formally announced its proposal on 16 March, with submissions due by 13 April.
2. Council has released a large number of other documents, many of which were published during 2015. It is not clear whether these were available or promoted to the public upon release or only recently. Significant time and effort will be required to get to grips with the information contained – certainly more than the 4-week submission period
3. Council have only provided one option – a two-way cycle lane on the far left (when travelling south towards Wellington), with parked vehicles to the right of that between the cycle path and the road. Another rejected option was in the council's words almost identical,
4. Council indicates that this is because some people have a perception that cyclists are safer when removed from motor traffic, but little indication that such perception is actually reflected in reality
5. In particular Council has not indicated any analysis of an alternative, being to have bicycles immediately to the left of the traffic, i.e. in the normal travelling position for other vehicles, along with fixing spot issues like road surface, lighting, posts, signage, speed limits, driver education etc.
6. I expect it is generally agreed that the safest option for cycles would be to have a completely separate network of well-maintained wide cycle paths away from pedestrian and motor traffic. However, this is generally not feasible given geography and economic constraints
7. In this writer's view the next safest is to have cycles operate in the same position as other vehicles, and that having the cycle lane as currently proposed is the least safe option. Motorists turning into driveways and intersections will be forced to cross the paths of cycles travelling from both north and south. Motorists exiting intersections and driveways have to cross the same plus merge or cross traffic on the road, with two separate collision points (parked cars being in between)
8. I do not wish to get involved in the debate about Island Bay cycle lane but I do note that remains contentious with a planned safety audit not yet completed.
9. I recognise that this perception is far from universally shared, but in my view does warrant proper debate.
10. Even if the Island Bay arrangement were to be found appropriate I note that traffic speed and volume is higher on the Hutt Road which is a commuter route for both motor vehicles and bicycles, and thus carrying a higher risk of injury or death resulting from collisions
11. I am very concerned that council has provided such a short window for public comment on what appears to be a largely pre-determined conclusion. Regrettably this is very similar to the greatly criticised process over medium density housing, and (some years ago) installation of Adshel advertising hoardings marketed as bus shelters albeit largely not fit for purpose.
12. In conclusion I URGE council to put the Hutt road proposals on hold and allow an informed debate for those principally affected, being the cycle community

Refer to numerous documents on Council website, url below

<http://cycleways.wellington.govt.nz/documents/>

Some reports are in renderable text which prevents copying and pasting

To turn into text, open the pdf, save as image files (tiff), and recombine into pdf

I have set out below some extracts along with brief comments.

### **Executive summary**

#### **The Recommendation**

The solution (Option B) which best meets the objectives of the project is described below with an expected cost of \$5.6M and result in a shortfall of around 50 car parks along the corridor (including 100m along side streets), the majority of which are currently used by long stay commuter parkers. Other major improvements include:

- Intersection improvements at Jarden Mile to reduce bus and vehicle delays and provide safe crossing opportunities for pedestrians and cyclists; and
- Peak hour directional T2 lanes on Hutt Road with clearway parking in the southbound kerbside lane and a 5-6m wide two-way segregated path to provide priority for sustainable modes and multiple occupant vehicles.

#### **Work Undertaken**

In arriving at the solution described above, a comprehensive review of the existing and future safety and performance was undertaken for all modes. This included:

- Crash History;
- Parking;
- Pedestrians;
- Cyclists;
- Buses; and
- General Vehicles

#### **Alternatives Considered**

The other option (A) considered in detail was almost identical to the proposed solution with a significant reduction in parking provision (above and beyond that realised within the preferred option) along the entire corridor in order to eliminate the visibility concerns with vehicles entering and existing accesses.

**Owens comment: There is an obvious third option C: Leave parking where it is and designate usage as follows: Parking, pedestrian, cycle/shred left hand lane, right hand lane. In my view this is by far safer than the existing layout and the proposed layout**

To review:

- Cycle Feasibility Study (Opus, 2013); and
- Wellington to Hutt Valley Cycle Route (AECOM, 2014).

### **1.2 Project Purpose**

2

The purpose of the project is to provide a multi-modal solution (with a focus on sustainable modes) for the corridor, building on the previous work undertaken.

The objectives of the project (as defined in the RFT are):

- Maintain or improve the level of service and safety of pedestrians;
- Improve the level of service and safety for people on bikes along identified study area;
- Improve the level of service for people using buses along identified routes;
- Maintain an acceptable level of service for general traffic movements;
- Minimise impacts on parking and increase parking supply if feasible; and
- Ensure implementation costs represent good value for money.

**Owens proposal is that Option C would improve safety for all users, plus cost a great deal less**

### **2.2 Implications for Options**

The following implications exist for the options being considered.

#### **2.2.1 Shared Path on Hutt Road**

- Visibility to cyclists in both directions on the shared path from vehicles leaving properties and turning left or right onto Hutt Road is important as this is the cause of 67% of cyclist crashes on the shared path.
- Visibility to cyclists in both directions on the shared path from vehicles entering the premises from Hutt Road will become more important if kerbside parking is provided (vehicles turning in make up 20% of the crashes on the shared path).
- The intersection improvements at the Jarden Mile intersection may provide an opportunity to address the crash risk for all users at the intersection.

**Owens proposal is that Options A and B will not solve the cause of crashes (majority of crashes caused by turning motor vehicles) whereas my option C would improve that issue**

## Appendix I

### Hutt Road Sustainable Transport Study

#### Preliminary Safety Review

##### Extracts and comment

The road safety audit was carried out in accordance with the "NZTA Road Safety Audit Procedures for Projects Guideline", (Interim Release May 2013) and also reference made to its earlier document (dated 2004).

The assessment team was as follows:

- Curtis Lee, GHD Limited, Wellington.
- Simon Prosee, GHD Limited, Wellington.
- Laura Skilton, GHD Limited, Wellington

A site inspection was undertaken on 10 July 2015 where the weather was overcast. A night time audit was not undertaken.

##### 1.9 Design Issues

While many of the safety concerns raised in this report are only minor or comments due to the un-likelihood of a death or serious injury crash, many of the issues raised will significantly lower the level of service for cyclists and occur frequently.

It is considered that many of these issues are design issues and should be addressed prior to final preliminary designs.

A full safety audit should then be repeated after completion of the design, in particular on drawings that include the items that have been omitted from the plans, as discussed in Section 1.8.

Furthermore it is considered that some of the facilities are not practical for cyclists and are unlikely to be used by higher confidence cyclists, in particular the facilities at the various traffic signals. These have been discussed in more detail in the relevant sections of this report.

Owens comment: Traffic signal areas identified as not improving conditions for competent cyclists. Many proposals allow for a response by a safety engineer, but such responses are absent

##### 2.3 Westminster Street Intersection

...

The right turn bay turning into Westminster Street has been narrowed and tapers on the approach to Westminster Street down to what appears to be 2.2m width. This may cause turning vehicles to overhang into adjacent traffic lanes. The green surfacing across Westminster Street encourages cyclist priority through the intersection. It is not clear from the design whether cyclists are intended to have priority at this location.

##### Recommendation

Check swept paths for turning vehicles.

Consider providing a consistent and sufficient width of right turn bay in the vicinity of the intersection.

Ensure that priority is clearly defined and safely accommodated for drivers and path users at the intersection.

##### Designer Response

Propose minor adjustments to kerb lines and markings to address tracking I width concerns.

##### Safety Engineer

N/A

##### Client Decision

Provide at least 2.5m for marked turn bay. Remove proposed green surface markings across roadway. Adjust kerb lines as necessary for vehicle tracking.

Owens comment: Green surface appears to be intended to give cyclists a false impression of safety, and designer response is not to actually provide safety but rather to remove that impression. This is a damning indictment on the proposal to have a cycle lane on the far left of the roadway

##### 4.4 Driveways adjacent to Cycle Path –Moderate

Frequency Rating Occasional Severity Rating Likely

It has been observed that drivers on the Hutt Road pulling out of a driveway tend to look right for approaching vehicles and do not look left towards Wellington, where the cyclists are

predominantly coming from during the evening peak, when the driveway movements are heaviest. The crash history summary report noted that on Hutt Road, 73% of cyclist crashes involved a northbound cyclist. The proposed design does not eliminate this problem. At several locations, issues related to sight distance obstruction from parked vehicles, or a lack of green surfacing across the driveway are being addressed by the design. For example, an activated sign has been placed within the spotlight carpark, the sign is high (above the drivers view shaft for within a carpark) and is on the left, while drivers are looking right. Drivers pulling out of the driveway are likely to wait on the cycle path for a gap in oncoming traffic, and will not see a sign in the property.

**Recommendation**

Consider improvements at each vehicle crossing on a case by case basis. Ensure warning signage is within driver field of vision. Consider raised profile treatments and reduced angle entries to lower turning vehicle speeds. Consider signage on driveways to supplement proposed green surfacing treatment for increasing driver awareness of the cycle path.

**Designer Response**

Has been considered as part of design process. No change proposed.

**Safety Engineer**

N/A

**Client Decision**

A trial is to take place to determine suitability of using ITS for mitigation. This will feed into the final detailed design for warning signs and ITS used for the project if required. No changes are required until this determination is made.

**Action Taken**

No change to design.

**Owens comment: This is a major issue intrinsic to a lane pushed to left hand side of roadway, and the design team are not changing design (probably because it is an issue that is very difficult to mitigate)**

**Hutt Road Cycle path – Submission**

**14**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tom Bennion	Other	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes, but please consider...(add comments)

Get as much parking as possible on the western / road side of the cycle path. Cars maneuvering to park are most danger to cyclists.

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes

**DO YOU HAVE ANY GENERAL COMMENTS?**

I commute by bike daily on this route. It is unsafe. Changes are urgently needed. These are significant and helpful proposals.



Thomas H Bennion  
41 William Street  
Petone

10 April 2016

### Hutt Road Cycleway

#### Who I am

1. I am a married father of three young children and a lawyer. I commute from Petone to Upper Cuba Street, along this route, most week days of the year, in all weathers, and in the past 3 years on a cargo bike with electric assist. Mine is the blue bike on the left in this photo.



**Current situation**

2. I encounter dozens of cyclists on the route every day that I use it. About 60%-70% are riding thin tyred racing bikes, about 30-38% are mountain bikes, with 2% electric. When I started e biking about 3 years ago I might see another e bike once a month, now I see several every day.
3. The route is currently extremely hazardous for 2km of the southern section from the Caltex depot moving south through to the motorway overbridge. This section cannot really be called a cycle path due to:
  - a. Numerous power poles in the middle of the cycle path.
  - b. Cars randomly parked along the sides of the path and with limited maneuvering space.
  - c. Numerous vehicle driveways across the path.
  - d. A number of kerbs and highly variable width and quality of the surface of the path.
4. These obstacles make riding this section so dangerous and difficult that if I am commuting after 9am I often avoid the path and keep to the road. This gives me room to see traffic exiting premises which is crossing the path and responding to it.
5. I have found that currently, entering and existing drivers are (rightly in my view) confused about who has right of way on the cycle path. On the road the situation is much clearer and drivers are more likely to hang back to see what a cyclist's intentions are.
6. I also often avoid the southern section of the cycle path on my commute home to Petone. This is even during rush hour. The cycle path is difficult and dangerous at those time, as well as being slow, and I balance that against the risks of being in rush hour traffic. On very windy or wet days I would use the cycle path both ways, but slowly.
7. The northern section has some minor obstacles but is a wide separated path and easy to use.
8. The only issue with the section is the intersection at Ngauranga Gorge for cyclists heading north. The footpath narrows and is cluttered within about 50 metres of the intersection and when existing the footpath to get to the central median with the traffic lights, it is very hard to see traffic coming through the underpass intending to head up the Ngauranga Gorge.

**The proposal**

9. The proposal will significantly improve the situation from a safety and speed point of view. Removing the power poles is essential.
10. The improvements with the current situation at Kaiwharawhara Gorge and outside Spotlight are welcomed. This is a particularly difficult area to navigate for cars entering and leaving Spotlight and

2

25

pedestrians and riders negotiations the narrow and uneven surface around the lights at the Kaiwhara / Hutt Road intersection.

11. A smooth surface is essential but also smooth ramps. Particularly at Westminster Street. Small abrupt kerbs are a huge safety issue.
12. Careful attention should be paid to ensure that there are no right angle concrete kerbs that are not ramped.
13. Attention should also be paid to providing proper finishes or ramps over or around water and other infrastructure connections set into the pavement. Small bumps are large safety issues to cyclists.
14. In terms of the smoother surface, attention should be paid to ensuring the surface drains off properly in all weathers, and there is no potential for even small scale ponding.
15. Paints and finished surfaces must have an appropriate level of grip for thin bike tyres.
16. In terms of customer parking, the ideal situation with parking is all parking being behind a fence associated with the site with 1 common point of entry and exit. The current set up at Placemakers Kaiwharawhara is an example.
17. Currently, most off-road parking that is along the pavement appears to be employee parking and not customer parking.
18. The proposal should consider option of landscaping along the route, such as small planters and perhaps an area that a coffee cart to operate from. My view is that the daily commute should not be an entirely black and grey asphalt experience but if possible contain some visual interest.
19. Indeed, the proposal should be thought of as a method for enhancing access and bringing new non-driving customers to businesses along the route - rather than a crude 'trade-off' between better facilities for cyclists and parking spaces.
20. Aside from these safety issues, improvements in cycling infrastructure have become urgent in order to radically and rapidly reduce CO2 emissions or avoid dangerous climate change.
21. Improvements will also have economic benefits. They should be designed as an integral part of the transport strategy with an aim of reducing car use and associated congestion by no less than an announced percentage within a limited timeframe and, once built, progress towards that goal should be regularly measured and modifications undertaken as required to meet it.



3

26

**Hutt Road Cycle path – Submission**

**15**

<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL PRESENTATION:</b>
Keith Morris	Other	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes, but please consider...(add comments)

There is a significant removal of all day parking on the Hutt Road. This will put lots of pressure on surrounding streets.  
It is clear the the WCC has a policy preference for not providing free all day parking for those who work in the CBD.  
However the Regional Council is in the business of providing free all day parking. The WCC should call (publicly & privately) for GW to provide Park & Ride parking at Ngauranga Station. There is a very large amount of land that is unused or used for temporary storage of piles of dirt & stones. While this would be an increased distance for walking or riding, it seems a reasonable compromise. The station, which is poorly used, would also get increased use.  
The surrounding streets that will face increased parking pressure will be: School Rd, Kaiwharawhara Rd, Cameron Street, Rangiora Ave and Jarden Mile.  
To be fair to the visitors of those businesses and houses, parking on those streets should be restricted to a 6 hour maximum. This will clearly communicate that parking for CBD workers is prohibited but allows those who work nearby to change parking spots during the day.  
Northbound (travelling uphill) on Kaiwharawhara Rd, after 750m from the intersection with Hutt Rd, the shoulder is not wide enough for safe parking. From the 750m mark to the intersection with Trelissick Cres should be painted with yellow no parking marking.

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes, but please consider...(add comments)

The north bound T2 lane (4pm to 6pm) on the Hutt Road is proposed to start only 41 metres before the intersection with Kaiwharawhara Road. However that intersection is the major bottle neck & traffic slowing point.

To be effective for improving the bus travel time in the evenings the T2 needs to start 1090 meters south of the intersection with Kaiwharawhara Road (that is at the intersection with Tinakori Road). There should be a giveaway where traffic from Aotea Quay crosses the new T2.

**DO YOU HAVE ANY GENERAL COMMENTS?**

**Hutt Road Cycle path – Submission**

**16**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Brent Slater	Kaiwharawhara	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

No

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

No

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

No

**DO YOU HAVE ANY GENERAL COMMENTS?**

The objective of providing an improved cycling and pedestrian facility in the Hutt Road is a positive initiative but one that must not be at any cost.

The Hutt Road is a significant part of the local, regional and national transport infrastructure and it is clear that many of the adverse impacts of the proposal to users of this corridor have been inadequately evaluated and remain unmitigated.

In particular the loss of parking and its impact on adjacent businesses and residents has not been addressed in a satisfactory manner. Similarly the design, management and operation of the proposed T2 lanes and clearway fails to convince that it has been developed from a multi-modal transport perspective and is therefore likely to be highly disruptive to many users of this corridor.

The Proposed T2 lane is designed to force vehicles into the outside lane meaning that Onslow Road downhill traffic will not be able to merge into the outside lane southwards. Khandallah motorists are likely to be backed half way up Onslow Road at peak am times. The only solution to this problem suggested by the Council officer questioned on this issue was for Khandallah motorists to "help save the planet" by catching the bus, working from home, car pooling, or cycling to work!

Nevertheless the removal of poles and other infrastructure cluttering the existing shared path is to be commended.

Cycleway Concept " General Comments

The aim of providing improved cycle facilitates for commuter cyclists and new, but inexperienced cyclists is admirable particularly if and when this is connected to both Lower Hutt (via the Petone Ngauranga cycleway) and from Aotea to the Central Business District. The ideal solution would be a new cycle way on land beside the rail track to join the proposed Petone to Ngauranga cycle track. It is understood that various parties are exploring this possibility with Kiwi Rail and when you consider the effects of the huge increase in the number of cyclists buying "E Bikes" and their increased potential for speed and more serious accidents " a long term solution segregating cyclists from both pedestrians and vehicles makes for common sense planning.

However the current proposal is not underpinned by any detail related to:

1. When the Aotea to CBD connection will be completed and what route it will follow;
2. When the Petone to Ngauranga cycleway will be completed;
3. How the proposed cycleway will be operated to safely meet the different needs of pedestrians, new cyclists and commuter cyclists; (bear in mind the expected significant increase in the number and speed of "E bikes").
4. How the needs of cyclists can be met in a way that supports multi-modal needs of all users of the Hutt Road transport corridor.

In relation to points 1 & 2 the Hutt Road cycleway runs the risk of being a disjointed and disruptive intervention rather than a key part of an integrated cycle network.

Page 2

Point 3 raises the concern that the corridor will in effect be a shared path. Given that the current shared path arrangement is suboptimal, it isn't clear how the space between cyclists and pedestrians will be any better managed under the new proposals. Is a "white line" adequate??? As mentioned above, "E bikes are going to be faster but with no improved braking power making accidents more likely and more serious. Also between Rangiora Avenue and Aotea there are a significant number of business driveways which for faster travelling experienced cyclists introduces significant side friction and as a result may be neither as quick nor as safe as travelling on the road. Indeed, the designers have allowed for this by permitting cyclists to use the T2 lane. It remains to be seen how new or less experienced cyclists, albeit travelling at slower speeds, will cope with vehicles accessing/egressing driveways and pedestrians.

Point 4 highlights the need to adequately address the requirements of all Hutt Road transport corridors users in a balanced way. It is noted that there will be significant adverse effect for other transport modes and residents of Khandallah and Kaiwharawhara who rely on the Hutt Road for their access and egress.

Parking

One of the key issues to be addressed in the creation of the cycleway is the adverse effect on parking. Parking is related to both commuters and Hutt Road businesses. Most of the existing parking, by its very nature, is long term and extends from 6.30am in the morning till approximately 6.00pm in the evenings. The proposal of allowing clearway parking in the proposed south bound T2 lane during off peak doesn't seem to be an acceptable solution to the lost parking. Also because of the current bus fare boundaries, bus commuters already use part of the area between The Caltex Fuel outlet and Aotea as a park and ride option. Significant on street commuter parking already occurs in the lower sections of Rangiora Avenue and with the loss of employee day parking in the Hutt Road there will be more intense competition on this space. Arguably more thought needs to be applied to understand the actual parking needs associated with the current mix of uses in the Hutt Road together with innovation as to how these can be addressed. Solutions such as improved parking at the Kaiwharawhara Park (where there is none currently), leasing land or other options should be evaluated. The current proposal is an inadequate analysis of the corridor parking needs and how they function.

Proposed T2 Lane(s)

The rationale behind the need for, and operation of, the proposed T2 Lanes is at best unclear. The number of buses using the corridor during am and pm peaks is not high and the proposed lanes do nothing to

address the travel time delays occurring in Thorndon Quay.  
Currently the Hutt Road is a local road but operates as:  
• an overflow for the motorway;  
• the primary access to the Inter Islander ferry terminal (for vehicles arriving from the north); and  
• as a local collector for traffic from the northern/western suburbs.  
Its function is much more than a local road as it supports a freight and passenger task of national significance. What is not readily understood is that the Cook Strait ferry services form part of a nationally integrated freight and logistics network and it is no accident that ferry departures and arrivals coincide with peak traffic flows into and out of Wellington. It is wishful thinking to believe that because Wellington builds a cycleway in the Hutt road which requires significant changes to the operation of Hutt Road that there then is the ability (or desire) to change behaviours at a national level.  
Furthermore there is little explanation to indicate how T2 lanes will be managed and operated. Local experience (Mana) would suggest that this could become problematic.

**South bound T2 lane and clearway**  
At peak times there will be a significant number of single occupant vehicles needing to either travel in the T2 lane in order to access businesses on their left or having to stop the flow of traffic in the outer lane whilst they signal a left turn across the T2 lane. Similarly as they egress businesses they will have to wait until the T2 lane is clear before moving across to the inner general purpose traffic lane. For both manoeuvres there will be induced traffic delays.  
Also the south bound T2 lane needs to accommodate heavy vehicles and passenger vehicles wishing to access the ferry terminal area. This suggests that it is impractical to have a south bound T2 lane to the south of Kaiwharawhara Road.  
Furthermore when the T2 lane reverts to off peak parking, unless the parking is well utilised, it becomes a potential safety hazard. Again there is ample evidence of parked vehicles being hit on the Mana T2 clearway.

**Conclusions:**

1. The south bound T2 lane will be problematic for vehicles wishing to access/egress businesses on the Hutt Road;
2. The south bound T2 lane should not extend south of Kaiwharawhara Road; and
3. The south bound T2 lane, unless off peak high parking demand can be created would best remain as a clearway.
4. The creation of a T2 will cause a severe blockage at the Onslow Road lights from 7-9am each working day resulting in nose to tail traffic banked up Onslow Road.
5. Similar but less severe backing up will also occur at the bottom of Rangiora Avenue & Ngaio Gorge.
6. In short, the creation of a T2 lane is poor planning and is basically unacceptable.

**North bound T2 lane and clearway**  
It is unclear where the north bound T2 lane will begin but given the complexity of traffic flows south of Kaiwharawhara Road it would be undesirable to commence the T2 lane before this point. There is much less demand for left turns off the Hutt Road whilst heading north but it will remain an inconvenience for some requiring a lane change from the centre into the left lane in order to exercise this option.

**Bus Stops and Cycle Bypasses**  
The consolidation and relocation of bus stops is in principle acceptable. However there is no detailed information to enable a realistic assessment of how these will work. The bus/cycle bypass in Victoria Street has been contentious as have the arrangements built in Island Bay. Encouraging pedestrians to cross spaces which may be occupied by moving cyclists is simply unsafe.

**Proposed Pole Relocation**  
The relocation of poles and other structures from the current shared space is welcomed. The benefits that this simple gesture would provide are likely to be significant and one can only speculate why it hasn't been done before now.

**Summary:**  
It would be best to move the poles to the western side of the Hutt Road, resurface the cycle / pedestrian way with new markings and then take a cup of tea whilst exploring the much more desirable long term solution of a new cycleway on the seaward side of the motorway.



*Brent Slater,  
12 Sovereign Point,  
Kaiwharawhara.  
4707-706 or 027 2792-777  
brentslater@xtra.co.nz*

## **Proposed Hutt Road Cycleway – A Critique**

### **Executive Summary**

The objective of providing an improved cycling and pedestrian facility in the Hutt Road is a positive initiative but one that must not be at any cost.

The Hutt Road is a significant part of the local, regional and national transport infrastructure and it is clear that many of the adverse impacts of the proposal to users of this corridor have been inadequately evaluated and remain unmitigated.

In particular the loss of parking and its impact on adjacent businesses and residents has not been addressed in a satisfactory manner. Similarly the design, management and operation of the proposed T2 lanes and clearway fails to convince that it has been developed from a multi-modal transport perspective and is therefore likely to be highly disruptive to many users of this corridor.

The Proposed T2 lane is designed to force vehicles into the outside lane meaning that Onslow Road downhill traffic will not be able to merge into the outside lane southwards. Khandallah motorists are likely to be backed half way up Onslow Road at peak am times. The only solution to this problem suggested by the Council officer questioned on this issue was for Khandallah motorists to “help save the planet” by catching the bus, working from home, car pooling, or cycling to work!

Nevertheless the removal of poles and other infrastructure cluttering the existing shared path is to be commended.

### **Cycleway Concept – General Comments**

The aim of providing improved cycle facilities for commuter cyclists and new, but inexperienced cyclists is admirable particularly if and when this is connected to both Lower Hutt (via the Petone Ngauranga cycleway) and from Aotea to the Central Business District. The ideal solution would be a new cycle way on land beside the rail track to join the proposed Petone to Ngauranga cycle track. It is understood that various parties are exploring this possibility with Kiwi Rail and when you consider the effects of the huge increase in the number of cyclists buying “E Bikes” and their increased potential for speed and more serious accidents – a long term solution segregating cyclists from both pedestrians and vehicles makes for common sense planning.

However the current proposal is not underpinned by any detail related to:

1. When the Aotea to CBD connection will be completed and what route it will follow;
2. When the Petone to Ngauranga cycleway will be completed;
3. How the proposed cycleway will be operated to safely meet the different needs of pedestrians, new cyclists and commuter cyclists; (bear in mind the expected significant increase in the number and speed of “E bikes”).
4. How the needs of cyclists can be met in a way that supports multi-modal needs of all users of the Hutt Road transport corridor.

In relation to points 1 & 2 the Hutt Road cycleway runs the risk of being a disjointed and disruptive intervention rather than a key part of an integrated cycle network.

**Page 2**

Point 3 raises the concern that the corridor will in effect be a shared path. Given that the current shared path arrangement is suboptimal, it isn't clear how the space between cyclists and pedestrians will be any better managed under the new proposals. Is a "white line" adequate??? As mentioned above, "E bikes are going to be faster but with no improved braking power making accidents more likely and more serious. Also between Rangiora Avenue and Aotea there are a significant number of business driveways which for faster travelling experienced cyclists introduces significant side friction and as a result may be neither as quick nor as safe as travelling on the road. Indeed, the designers have allowed for this by permitting cyclists to use the T2 lane. It remains to be seen how new or less experienced cyclists, albeit travelling at slower speeds, will cope with vehicles accessing/egressing driveways and pedestrians.

Point 4 highlights the need to adequately address the requirements of all Hutt Road transport corridors users in a balanced way. It is noted that there will be significant adverse effect for other transport modes and residents of Khandallah and Kaiwharawhara who rely on the Hutt Road for their access and egress.

### **Parking**

One of the key issues to be addressed in the creation of the cycleway is the adverse effect on parking. Parking is related to both commuters and Hutt Road businesses. Most of the existing parking, by its very nature, is long term and extends from 6.30am in the morning till approximately 6.00pm in the evenings. The proposal of allowing clearway parking in the proposed south bound T2 lane during off peak doesn't seem to be an acceptable solution to the lost parking. Also because of the current bus fare boundaries, bus commuters already use part of the area between The Caltex Fuel outlet and Aotea as a park and ride option. Significant on street commuter parking already occurs in the lower sections of Rangiora Avenue and with the loss of employee day parking in the Hutt Road there will be more intense competition on this space. Arguably more thought needs to be applied to understand the actual parking needs associated with the current mix of uses in the Hutt Road together with innovation as to how these can be addressed. Solutions such as improved parking at the Kaiwharawhara Park (where there is none currently), leasing land or other options should be evaluated. The current proposal is an inadequate analysis of the corridor parking needs and how they function.

### **Proposed T2 Lane(s)**

The rationale behind the need for, and operation of, the proposed T2 Lanes is at best unclear. The number of buses using the corridor during am and pm peaks is not high and the proposed lanes do nothing to address the travel time delays occurring in Thorndon Quay.

Currently the Hutt Road is a local road but operates as:

- an overflow for the motorway;
- the primary access to the Inter Islander ferry terminal (for vehicles arriving from the north); and
- as a local collector for traffic from the northern/western suburbs.

Its function is much more than a local road as it supports a freight and passenger task of "national" significance. What is not readily understood is that the Cook Strait ferry services form part of a nationally integrated freight and logistics network and it is no accident that ferry departures and arrivals coincide with peak traffic flows into and out of Wellington. It is wishful thinking to believe that because Wellington builds a cycleway in the Hutt road which requires significant changes to the operation of Hutt Road that there then is the ability (or desire) to change behaviours at a national level.

Furthermore there is little explanation to indicate how T2 lanes will be managed and operated. Local experience (Mana) would suggest that this could become problematic.

**33**

### **South bound T2 lane and clearway**

At peak times there will be a significant number of single occupant vehicles needing to either travel in the T2 lane in order to access businesses on their left or having to stop the flow of traffic in the outer lane whilst they signal a left turn across the T2 lane. Similarly as they egress businesses they will have to wait until the T2 lane is clear before moving across to the inner general purpose traffic lane. For both manoeuvres there will be induced traffic delays.

Also the south bound T2 lane needs to accommodate heavy vehicles and passenger vehicles wishing to access the ferry terminal area. This suggests that it is impractical to have a south bound T2 lane to the south of Kaiwharawhara Road.

Furthermore when the T2 lane reverts to off peak parking, unless the parking is well utilised, it becomes a potential safety hazard. Again there is ample evidence of parked vehicles being hit on the Mana T2 clearway.

### **Conclusions:**

1. The south bound T2 lane will be problematic for vehicles wishing to access/egress businesses on the Hutt Road;
2. The south bound T2 lane should not extend south of Kaiwharawhara Road; and
3. The south bound T2 lane, unless off peak high parking demand can be created would best remain as a clearway.
4. The creation of a T2 will cause a severe blockage at the Onslow Road lights from 7-9am each working day resulting in nose to tail traffic banked up Onslow Road.
5. Similar but less severe backing up will also occur at the bottom of Rangiora Avenue & Ngaio Gorge.
6. In short, the creation of a T2 lane is poor planning and is basically unacceptable.

### **North bound T2 lane and clearway**

It is unclear where the north bound T2 lane will begin but given the complexity of traffic flows south of Kaiwharawhara Road it would be undesirable to commence the T2 lane before this point. There is much less demand for left turns off the Hutt Road whilst heading north but it will remain an inconvenience for some requiring a lane change from the centre into the left lane in order to exercise this option.

### **Bus Stops and Cycle Bypasses**

The consolidation and relocation of bus stops is in principle acceptable. However there is no detailed information to enable a realistic assessment of how these will work. The bus/cycle bypass in Victoria Street has been contentious as have the arrangements built in Island Bay. Encouraging pedestrians to cross spaces which may be occupied by moving cyclists is simply unsafe.

### **Proposed Pole Relocation**

The relocation of poles and other structures from the current shared space is welcomed. The benefits that this simple gesture would provide are likely to be significant and one can only speculate why it hasn't been done before now.

### **Summary:**

It would be best to move the poles to the western side of the Hutt Road, resurface the cycle / pedestrian way with new markings and then "take a cup of tea" whilst exploring the much more desirable long term solution of a new cycleway on the seaward side of the motorway.

Brent Slater

On behalf of the residents Committee for Sovereign Point.

**Hutt Road Cycle path – Submission**

**17**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Diane Calvert	Khandallah	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

No

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Don't know

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

No

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

No

**DO YOU HAVE ANY GENERAL COMMENTS?**

Only one option and little room ( or appetite by Council) for change judging by the lack of traffic modelling impacts and the very leading submission form. This is a poor design and a waste of opportunity to do something to fit all modes of transport and up the safety for all.

**Hutt Road Cycle path – Submission**

**18**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ken Glassey	Newlands	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes, but please consider...(add comments)

This will be Island Bay all over again the Khandallah resident have no idea that they are going to loose a road lane for 1 person cars\:

1. Don't use cyclists as the excuse to turn the inside lane to a bus lane – it's going to infuriate motorists to be more anti cyclists – the que will back up Ngaranga! It's using cyclists as an excuse to improve the bus times & make it harder to get a car into the city!
2. Remove the poles is great but what will the impact of no street light to see cyclists on the path? 3. A decent surface as a big improvement for 1st stage.
4. Don't need 5m wide 3m is plenty for both bikes and pedestrians for most of it as where it is that wide now its ok.
5. Move the bus shelters & stops ok
6. Bottom of the gorge lights ok
7. Wider bridge at ngaio is great.
8. The road lanes don't need to be 3.5m wide, why not decrease them to 3m and widen the cycle lane each side of the road to 1.5m. Move the guttering if need be. That way there is a clear separation between car parks, walkers and cyclists.
9. Nothing on the changes proposed at the lower end of Ngauranga gorge by coffee cart & shops at the bottom of the gorge.
10. The downhill section on the Ngauranga gorge footpath needs to be wider – steal some road width!

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

No

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes, but please consider...(add comments)

a 3m wide section is enough for bikes and walkers if the poles are removed and everybody behaves. How many walkers v bikes accidents have there been on the current section?

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

No

agree with the new bus stops and locations but not the T2 lane

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

No

I have been cycling this route from Newlands for 16 years without an accident. I don't use the footpath going north as drivers don't look left when coming out of the driveways and parking. I also cycle too fast to use the "cycle path" safely. I use the road going north and improvements are needed at Onslow rd lights a

green cycle section is needed like at Ngaio corner. The white lines north of the lights need to be moved to give narrower car lanes and a 1m cycle width by the concrete wall. It used to be there before the last resealing then disappeared. Another cycle space is needed at Ngauranga lights going north. Cycle/footpaths don't cater for road bikes doing 40km+ per hour and would be very dangerous hence its far better to use the road.

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes, but please consider...(add comments)

please consider the businesses and have less curb height to make it easier to access. could make them permit only for business? Putting parks on the road side won't work as parrallel packing also slows the other lane traffic and issues with traffic flow..

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

**DO YOU HAVE ANY GENERAL COMMENTS?**

This will be Island Bay all over again the Khandallah residents have no idea that they are going to loose a road lane for 1 person cars:  
Don't use cyclists as the excuse to turn the inside lane to a bus lane it's going to infuriate motorists to be more anti cyclists the queue will back up Ngauranga! It's using cyclists as an excuse to improve the bus times & make it harder to get a car into the city! This needs to be upfront that it has nothing to do with cyclists but to do with improving public transport use and getting more multiple passenger cars.

**Hutt Road Cycle path – Submission**

**19**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
C McKenna, Khandallah Residents Group		Khandallah Residents Group	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

No

**DO YOU HAVE ANY GENERAL COMMENTS?**

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**SUBMISSION - PROPOSED HUTT ROAD CYCLE PATH AND OTHER "TRANSPORT IMPROVEMENTS"**

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From: Khandallah Residents Group

Representing: A committee of eight, plus 310 residents of Khandallah

Contact: Christine McKenna  
4 Nicholson Road  
Khandallah  
Tel 479 7079  
021 107 1675  
E [cb.mckenna@xtra.co.nz](mailto:cb.mckenna@xtra.co.nz)

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Khandallah Residents Group wishes to make an oral presentation to the Council in support of this submission.

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#### Background

Residents of Khandallah are very regular users of the Hutt Road. This is the route for private and public transport and for cyclists and pedestrians from Khandallah to get to the CBD, the Southern and Eastern suburbs, or to join SH2 to the Hutt Valley. Businesses along the Hutt Road are also regularly accessed by Khandallah residents.

Khandallah residents are reliant on the Hutt Road.

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#### Summary

1. KRG strongly supports safer paths for cyclists and pedestrians. However, we do not believe that this proposal would achieve a significant improvement in safety, primarily because of the many businesses that have entrances/exits along the Hutt Road. **Therefore we do not support this proposal as it stands.**
2. We would support a cycleway in a safer location, away from the many business entrances and egresses that exist along the Hutt Road, and that actually goes somewhere, i.e., a cycleway that is joined up with cycleways all the way to the CBD and around the harbour. Until such a master plan is developed, reviewed, and properly consulted on, this proposal should be halted.
3. Unless the issue of a cycle path that fits into a more integrated network beyond the Aotea overbridge is addressed it is unlikely that the desired increase in cycling would occur. Such a network needs to acknowledge human behaviour. Commuters cycling to the Parliament/Thorndon end of the CBD are likely to continue to use Thorndon Quay rather than a harbourside route. This needs to be catered for in a master plan.
4. Additional cycleways should not be approved until Council has had the opportunity to learn from an independent safety audit of the Island Bay cycleway.



5. **KRG does not support the proposal for T2 Lanes or to allow parking along the east side of the Hutt Road after 9am.** These measures are not appropriate for a relatively short distance on a road that has numerous entrances and exits. They would introduce unacceptable risk and cause significant traffic delays, which would adversely affect cars and buses entering the Hutt Road from Onslow Road, for no real gain. Our monitoring of the number of vehicles going from Onslow Road onto the Hutt Road clearly shows that it is significant.
6. The consultation process has been inadequate and the publicity has not been properly targeted to all of those affected, such as residents of Khandallah and Ngaio. Further publicity and an extension of the submission period are required.
7. Council needs to facilitate car-pooling for this to have any impact on reducing the number of cars on the road.
8. The exit from Spotlight and Stewart Electrical needs to be integrated into the lights which control the Hutt-Kaiwharawhara Road intersection.

**Safe cycleways and T2 lanes are both great ideas in the right place. The Hutt Road is not the right place.**

Council has had a great deal of negative publicity in response to the Island Bay cycleway. The public consultation process for this proposal has been equally poor, and the risks appear to be greater. If the unsafe Hutt Road cycle path and the dangerous “transport improvements” are introduced the negative publicity is likely to be even greater.

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#### **Consultation Process**

Khandallah Residents Group (KRG) has expressed its real concern about Council’s poor consultation process in relation to the proposal for Medium Density Housing (MDH) in Khandallah to Councillors and the Chief Executive. These concerns were described by the Chief Executive as “legitimate”. This process indicates that improvements have not been made.

The “consultation” period of only a month has been too short. The fact that it was promoted as a consultation about the Hutt Road Cycle Path gave no clue of the other changes proposed which will significantly affect Khandallah residents. Indeed, the fact that other so-called “improvements” are included virtually unannounced could be viewed as misrepresentation. Because of this, many residents have only very recently become aware of the impact that the proposed changes will have on them.

Even the title “proposed Hutt cycle path and other transport improvements” is misleading, because it fails to alert motorists to what is included in the proposal. If one consults a dictionary it is clear that transport is about conveying people (e.g., by bus), while traffic is about the movement of vehicles. A reasonable person would assume that the “transport improvements” were about improved bus services – which would be great!

KRG, Ngaio Crofton Downs Residents Association and other Khandallah and Ngaio groups such as the Tar Babies cycle group, should have been specifically informed and consulted about this proposal.

The signs about these proposed changes and the open days were only placed along the Hutt Road. No publicity was placed along the routes to Khandallah and Ngaio, or in either Village shopping area. There appears to be a lack of acknowledgement that the proposed traffic changes and cycleway would significantly affect residents of Khandallah and Ngaio.

Further, if cycling numbers from these suburbs are to increase, publicity along the Hutt Road only may not reach people who do not use the current cycleways, but may consider doing so if the safety was improved. If fostered, these people will be significant in the future for commuter and recreational cycling. They need active encouragement to let Council know what would make them feel safer.

It is very concerning that this “consultation” process and the submission form appear set up to achieve a desired outcome rather than to genuinely seek community feedback and suggestions.

**The period for submissions should be extended and publicity be placed in both Ngaio and Khandallah to enable residents to have input. It would also be worth having an open day in each of these suburbs.**

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#### Cycle Path

KRG supports the aim of improving the safety of cyclists and pedestrians, but as stated above, we consider that this proposal should not go ahead at present. However, because it may be some time before a safer and more extensive solution can be developed and implemented, the following improvements should be made as an interim measure:

1. Improve the surface of the shared cycle and pedestrian paths to increase the likelihood of cyclists using it; many cyclists prefer to use the road because of the condition of the surface, particularly in the case of the Aotea ramp underpass. We note that the surface of the underpass has obviously been swept recently. It is vital that it be maintained like this, and not be allowed to revert to being strewn with litter, glass, stones, etc., for the safety of both cyclists and pedestrians.
2. Cycle and pedestrian lanes should be clearly differentiated. A line would be barely adequate for this purpose. Unless the cost of surfacing with different colours would be prohibitive for an interim solution this should be considered. This would also assist in alerting vehicles crossing the path to look out for cyclists.
3. When re-surfacing thought should be given to ensuring that all utility covers sit flush with the path's surface and that any grates are aligned so that they will not “trap” cycle wheels.
4. The plan to remove poles on the east side of the road in order to remove impediments appears a realistic way to improve the safety of both cyclists and pedestrians.
5. In order for greater numbers of cyclists, pedestrians and runners to travel from Khandallah to safely reach the cycle path on the Hutt Road, the way of getting there needs to be improved. The Bridle Track from the bottom of Nicholson Road to Sargeson Way in Kaiwharawhara is already reasonably well used by people cycling, walking and running to work or for recreation. However, some of the lower parts of the Track are narrow, and do not allow for safe mixed use. These should be widened without damaging the bushy character of the parts nearer to Nicholson Road. This would enable Council to publicise the Track as a key feeder cycle/walking path, and to encourage its use as a safer alternative to the narrow and winding Onslow Road.

6. The safety of access for cycles from Onslow Road to the cycleway needs to be improved. While the lights control north-bound traffic they do not control south-bound traffic along the Hutt Road, so that cyclists are required to cross two lanes of traffic. KRG observed 11 cyclists coming out of Onslow Road to head to the city using a variety of unsafe ways to get into the flow of traffic or onto the cycle lane between 7.45am and 8.15am on Thursday 14 April 2016.

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#### **“Transport Improvements”**

The Hutt Road is the second busiest arterial route into Wellington. It is the primary access to the Inter Islander ferry terminal, and critically, it provides an alternative to the motorway when there are congestion issues, accidents, etc. It is the access route for Khandallah and Ngaio residents to the CBD and points south, and to SH2. In other words, the Hutt Road has local, regional and some national significance, and may be particularly important at a time of civil defence emergency.

Two major suburban roads (Onslow Road and Kaiwharawhara Road) plus Rangiora Ave and Westminster Road feed onto it and there are numerous businesses people may need to access during the morning peak (e.g., tradesmen getting their supplies from Placemakers, Carters or Stewart Electrical).

It carries local commuter traffic, a significant number of large trucks, buses to and from local suburbs, suburbs to the north via SH1 and the Hutt Valley, and tourists who may be unsure of how to get to the ferry terminal. It is critical that it not be blocked by parking, and that it not have confusing T2 lanes which may require late lane changes that would otherwise be unnecessary.

#### T2 Lanes

1. T2 lanes can be effective in providing a “message” about car-pooling and public transport use where there are multiple lanes with few accesses/egresses on the road. We note that the T2 lanes in Paremata were a failed experiment which were expensive to enforce, and were removed in 2011 following a two-year battle that was resolved by the Environment Court
2. At present there are many vehicles with only the driver; a scan of morning peak hour traffic suggests that they are the majority. While we understand the desire to change this, it cannot justify the introduction of a dangerous strategy – how many accidents caused by late lane changes would it take for the T2 lanes to be reviewed?
3. The introduction of T2 lanes would inevitably result in a greater number of lane changes, and late lane changes (the 50m requirement allows only a very few seconds for lane changing). Such manoeuvres carry inherent risk; the safe approach is to move into the lane in which you need to be as soon as it is safe to do so, avoiding last minute lane changes.
4. Of greatest concern is the impact on morning traffic exiting Onslow Road to head south. A T2 lane would be likely to result in greater numbers of vehicles in the right lane, making it possible for only a small number of vehicles from Onslow Road to merge into it (including buses and people car-pooling). This would see long queues up Onslow Road, and a trend for greater numbers of people to choose to travel down Ngaio Gorge instead. Morning traffic for Ngaio Gorge already crawls from Tarikaka Street, and sometimes from Ngatoto Street.

5. The introduction of a T2 lane north-bound less than 50m before the intersection with Kaiwharawhara Road, would allow motorists going up Ngaio Gorge to remain in the left lane, thereby avoiding two lane changes. This would be likely to result in a significant increase in traffic going up Ngaio Gorge rather than Onslow Road.
6. The introduction of a T2 lane north-bound would significantly affect driver-only vehicles needing to go up Onslow Road during the afternoon peak. They would need to make a risky late lane change.
7. Car-pooling: If this is to increase it needs to be actively encouraged and facilitated. T2 lanes will do little to achieve this. The majority of people will not know people who need to travel to and from essentially the same place at the same time as they do. Council needs to develop a way of facilitating this.

KRG undertook monitoring of the traffic from Onslow Road onto the Hutt Road between 7.45am and 8.15am on Thursday 14 April 2016. The figures are set out below.

<b>Total vehicles in 30 minute period:</b>	<b>429</b>
Includes:	
Buses	3
Motorcycles	12
Cars, vans, etc	414
Of these:	
Northbound	85
Southbound	344
Cyclists	11

Off-peak Parking East Hutt Road

1. We accept the need to replace the car parking lost in upgrading the cycleway along the Hutt Road. However, our suggestion that the cycleway along the Hutt Road be only an interim solution until a safer and better-connected cycleway can be planned and implemented would mean that only an interim parking solution would be required.
2. Off-peak parking would not meet the needs of park-and-ride commuters or people who work in local businesses because most would need to get to work before 9am. KRG surveyed the number of publicly available car parks along the Hutt Road between 8.20am and 8.25am on Thursday 14 April 2016. At this time there were only four vacant car parks – clear evidence that the proposal for parking after 9am will not meet the need created by removing the parking from the footpath. Council needs to identify a specific area which could become an all-day parking area – perhaps with fees being applied.
3. Because of the local, regional and national significance of the road it is not appropriate for on-street parking to effectively make the Hutt Road a single lane road south-bound from 9am, which would be the nett effect of allowing parking on the road. It would be almost inevitable that vehicles parked in such car parks would be hit on a fairly regular basis. As well as the damage to vehicles/people, this would be likely to result in some damaged vehicles remaining in place, perhaps until the next morning's peak hour, thus disrupting traffic flow in the T2 lane.

4. As a minimum the clearway time should be extended to 9.30 or 10am because the vehicle numbers remain high during the 9-10am period (average 896 during this period Monday – Friday cf 590 in the 10-11am period 2010 report Site W2176).

#### Hutt Road – Kaiwharawhara Road Intersection

There is no safe way to exit from Spotlight and Stewart Electrical to head up Ngaio Gorge or north along the Hutt Road. There is a small sign that indicates that U-turns are not permitted which is barely visible. Because no safe practical solution is offered what generally happens is that:

- Many couriers and tradesmen’s vans in particular simply drive straight across to the lights or do a U-turn
- Other vehicles turn into School Road to turn around (still essentially within the intersection).

Both of these manoeuvres are dangerous. Lights to control the safe egress of vehicles, similar to the lights at the entrance/exit at Countdown in Johnsonville are required. These would also need to control cyclists and pedestrians for their safety.

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#### **Onslow Road**

Onslow Road is a major feeder Road onto the Hutt Road, as demonstrated above. It is a matter of real concern that there is no footpath on Onslow Road from Homebush Road, or safe access for pedestrians from Onslow Road to the footpath on the other side of the Hutt Road. This is a realistic walking distance for people who work or wish to visit businesses along the Hutt Road or Thorndon Quay, but it is sufficiently dangerous that it would be foolhardy to walk, except possibly after about 10am.

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**Hutt Road Cycle path – Submission**

**20**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Helga Wientjes	Other	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes

**DO YOU HAVE ANY GENERAL COMMENTS?**

Excellent proposal. Would prefer that Westminster Street is removed so it becomes just a parking area, allowing the cycle and footpaths to continue and force cars to give right of way to cyclists and pedestrians.

**Hutt Road Cycle path – Submission**

**21**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Trevor Knowles	Other	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes, but please consider...(add comments)

Conflict will still exist between walkers and cyclists with people(including children using crÃche) and parked cars. Inattention will be costly one day and the speed of cyclists using the new lanes will be a problem.

Currently I ride 3/5 days both ways

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes, but please consider...(add comments)

but not going sideways...eg exiting buildings to parked cars...conflict with speed.

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes, but please consider...(add comments)

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes, but please consider...(add comments)

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

No

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes, but please consider...(add comments)

Not really but if I say no I don't get comments box!

Being hit by a T2 car is no different from being hit by non T2..it still hurts so challenge is to mitigate risk to all..have dedicated cycle only on road along this major route into city for cyclists...we cant sue motorway. Make it better for cars to generally use motorway except local traffic.

**DO YOU HAVE ANY GENERAL COMMENTS?**

Surprised at lack of awareness of closing date..could have had flyers on route to get more survey input. Why no consultation on Gorge change announced today..in overview only?. I have views on that as 3/5 user..safety and condition of footpaths. I have emailed maintenance contractor twice so far with mixed

46

results.

I use south side down and up for safety but that is debateable with two roads to cross and narrow underbridge path.



**Hutt Road Cycle path – Submission**

**22**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
peter panettieri	Lyall Bay	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes, but please consider...(add comments)

have all options been looked at for the Hutt road cycleway.  
 1) I have used google maps and looked at the train line. There seems enough space between the rail line and the motorway ( shown in photo 02) . This could be be wide enough for it to be even an emergency access to the motorway if possible. The cycleway could be over the top of the tunnels in ( photos 01) and an over bridge over the train lines would be needed at photo 03. This option would save on the stress of the parking discussion and possible accident points with your current option  
 2) another option ( photo 04) would be along the foreshore beside the motorway, there seems enough room. The only issue is getting across the interislander yards.  
 3) The last option and maybe the best would be on the west side of the Hutt road, this option has no parking issue plus the two intersections are controlled be traffic lights. It would be nice to have an over bridge at Ngaranga gorge ( maybe in pink like in Auckland ) to get accross the traffic at that huge intersection. There is enough room on the west side with only short retaining walls needed at some parts. At Onslow rd (photo 05) something would need some attention, either the Hutt road is moved over by 3 meters or the over pass i

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes

have all options been looked at for the Hutt road cycleway.  
 1) I have used google maps and looked at the train line. There seems enough space between the rail line and the motorway ( shown in photo 02) . This could be be wide enough for it to be even an emergency access to the motorway if possible. The cycleway could be over the top of the tunnels in ( photos 01) and an over bridge over the train lines would be needed at photo 03. This option would save on the stress of the parking discussion and possible accident points with your current option  
 2) another option ( photo 04) would be along the foreshore beside the motorway, there seems enough room. The only issue is getting across the interislander yards.  
 3) The last option and maybe the best would be on the west side of the Hutt road, this option has no parking issue plus the two intersections are controlled be traffic lights. It would be nice to have an over

bridge at Ngaranga gorge ( maybe in pink like in Auckland ) to get across the traffic at that huge intersection. There is enough room on the west side with only short retaining walls needed at some parts. At Onslow rd (photo 05) something would need some attention, either the Hutt road is moved over by 3 meters or the over pass i

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

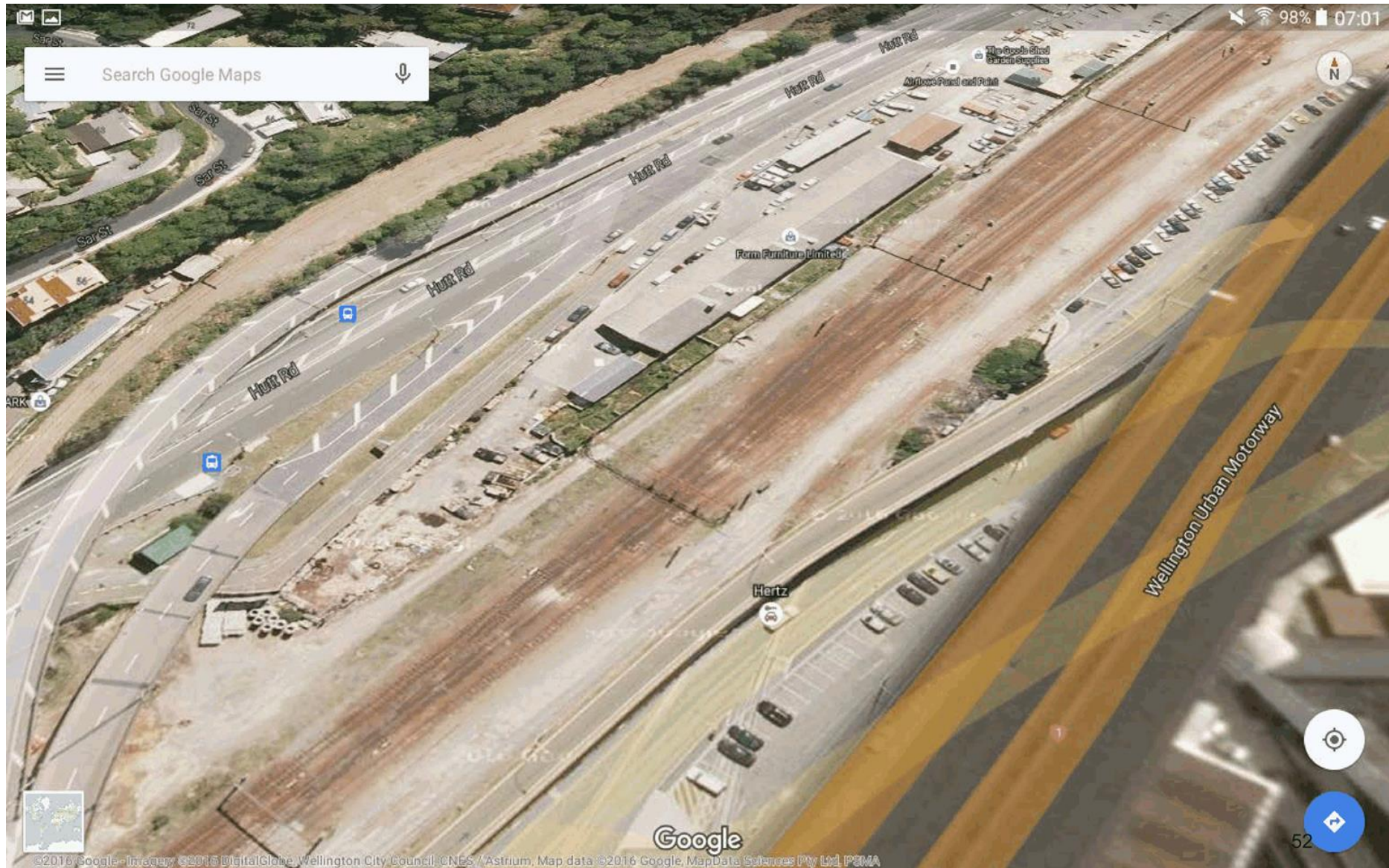
Yes

**DO YOU HAVE ANY GENERAL COMMENTS?**

have all options been looked at for the Hutt road cycleway.  
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**Hutt Road Cycle path – Submission**

**23**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jo Glen	Kaiwharawhara	Best Start (Early Years Hutt Road)	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

No

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes, but please consider...(add comments)

Impact to local businesses and the people who use their services.

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

No

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

No

**DO YOU HAVE ANY GENERAL COMMENTS?**

We operate an Early Childhood Education & Care Centre, catering to 100 children, Mon-Fri, 7:30am-5:45pm. Already our own car park is being utilised by parents dropping & picking up their children from I-Kids (ECE Centre) next door @ 172 Hutt Road. This is due to I-Kids already having inadequate car parking for their customers and the need to get off an already busy footpath. Under this proposal our own car park will be put under even greater pressure. We will lose the 8 car parks we currently lease from WCC on the roadside. The provision of 9x P10 car parks to be shared with I-Kids is inadequate and we estimate that at peak hours (7:30-8:30am) these car parks would need to turn over every 3mins to provide for 172 families dropping their children off at the centres. Clearly this is both impractical and unsafe.



**Hutt Road Cycle path – Submission**

**24**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tracy White	Khandallah	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes, but please consider...(add comments)

This is long over due although I would have to say this part of the cycle way is easy compared to the next bit along Thordon Quay. - however please try and avoid the debacle that developed over Island Bay where everyone got in their corners and very quickly cyclists become the enemy. Please take people with you alot of the Stuff feedback is ill informed and lacking in factual information, perhaps WCC could provide some

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes, but please consider...(add comments)

provided it is wide enough and people are considerate

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes, but please consider...(add comments)

I agree WCC need to get these business owners on side otherwise they will take it out on cyclists/WCC in the media. WCC have also got quite a bit of re-messaging around previous supporting for parking etc in these areas. Maybe WCC could look at putting in small carparking areas off Kaiwharawhara rd and the Hutt Rd - because it is difficult to get parks now - although Spotlight always has parks - maybe a bit of a deal there ?

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes

**DO YOU HAVE ANY GENERAL COMMENTS?**

Great idea - devil is in the detail

56

**Hutt Road Cycle path – Submission**

**25**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tony Randle	Johnsonville	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

No

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Don't know

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

No

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes, but please consider...(add comments)

comments in the General Comments Section

**DO YOU HAVE ANY GENERAL COMMENTS?**

## Submission to the WCC on The Hutt Road cycle path and other transport improvements

First Name: Tony  
Surname: Randle  
Street Address: 20 Truscott  
Avenue  
Suburb: Johnsonville  
City: Wellington  
Phone: 027 484 6266  
Email: [wellingtoncomm@uter@gmail.com](mailto:wellingtoncomm@uter@gmail.com)  
[uter@gmail.com](mailto:uter@gmail.com)  
Date: 14 April 2016

I am making a submission as an individual.

**Would you like to make an oral presentation to the Council committee in support of your submission?** Yes

### Standard Question Section

1. Do you support the proposed changes to Hutt Road?	No
2. Have you recently travelled along Hutt Road?	Yes
3. What mode of transport do you typically use?	Bus
4. Do you support the proposed changes for people on foot?	No
5. Is a painted white line enough to separate people on bikes from people on foot?	Don't know
6. Do you support the proposed changes for people using buses?	Yes
7. Do you support the proposed changes for people on bikes?	No
8. Do you support the proposed changes to parking?	No
9. Do you support the proposal to provide T2 transit lanes	Yes, but please consider

during peak periods?	comments in the General Comments Section
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## General Comments

### 1) Cycling is a minor mode along this corridor

Firstly, it must be remembered that along this corridor, both cycling and walking are minor transport modes. According to the 2006 and 2013 Census Journey to work reports, commuter travel along this corridor to the CBD was as follows:

To CBD* From	Mode	2006	2006 Mode%	2013	2013 Mode%
Wellington North	Total	9,945		10,932	
	Car	5,553	56%	5,832	53%
	Cycling	231	2%	375	3%
	Pedestrian	114	1%	165	2%
Lower Hutt	Total	9,736		11,034	
	Car	4,359	45%	4,440	40%
	Cycling	117	1%	258	2%
	Pedestrian	54	1%	45	0%
Tawa	Total	2,286		2,946	
	Car	909	40%	1,242	42%
	Cycling	18	1%	27	1%
	Pedestrian	18	1%	18	1%
Upper Hutt	Total	2,922		3,681	
	Car	1,266	43%	1,677	46%
	Cycling	18	1%	39	1%
	Pedestrian	36	1%	21	1%
Total	Total	24,889		28,593	
	Car	12,087	49%	13,191	46%
	Cycling	384	2%	699	2%
	Pedestrian	222	1%	249	1%

\*This corridor also supports most travel from the north to Wellington South, East and West. A most of this is by car so the above overestimates cycling and pedestrian percentages.

As can be clearly seen, active mode commuter is only about 3% ... the major alternative mode to car is, of course, public transport (bus and train).

The report shows cycling usage grew strongly nearly doubling between 2006 and 2013. But in the same timeframe that the census showed 315 more cyclists and a %Mode share fall by car usage, overall traffic volume increases meant that 1,100 more trips were being made by motorised transport through this corridor. This, in turn, means that traffic congestion is getting worse despite the "huge" percentage growth in cycling numbers.

## 2) Assumed huge cycling growth drives the wider cycleway

It is difficult to understand the logic of allocating a 5m - 6m corridor for 400 cyclists plus 100 or so pedestrians and then cram 5,000 plus car/bus commuters into a road space of 6.3m - 7m. In fact the wider cycleway is a result of the predicted very high growth rates in cycling usage (8% - 10%/year !) although the report provides almost no evidence to support this huge assumption. This growth leads the report to claim that cycling numbers will quadruple to 1,270/day south of Ngaio Gorge.

It should first be noted that the 2015 business case for the Wellington to Hutt Valley Cycle and Pedestrian Link that forms the rest of the cycleway to Petone predicts more modest growth in cycling usage:

### **"9.1 Key Assumptions**

#### **9.1.4 Cycling:**

*Annual cycling growth rate:*

...

*- Option 3 – 6% for Years 1 – 10, 3% thereafter.*

*NB. Growth rates based on the historical trends in the region."*

### **"12.0 Conclusion**

#### **12.1 Summary**

*...On the balance of qualitative and quantitative analysis the recommended option is Option 3.*

*Option 3 is expected to deliver upon the project outcomes identified as:*

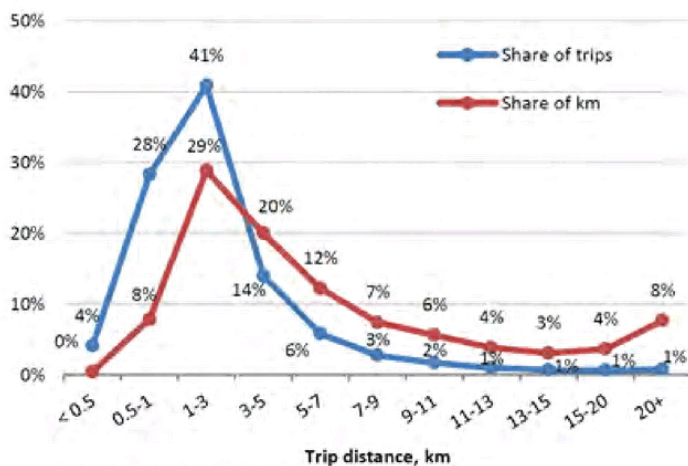
- Up to 280 additional commuter-related cyclist trips per day*
- Up to 65 additional tourism / recreational cyclist trips per day*
- Up to 50 additional pedestrians / runners per day"*

More importantly in reviewing whether a quadrupling in cyclists is a reasonable prediction is to highlight that the trip length along this corridor would be between 6 and 20 km. Research into commuter cycling shows that the bicycle mode is attractive over car for trips for distances up to 5km:

- the Walcying project in Europe (Hyden et al 1999) found that the average cycling trip length in 10 European countries was only 2km.

Sullivan and O'Fallon (2004) found that 80% of cycling trips in New Zealand were less than 5km in length.

- 
- The Danish National Travel Survey states 87 % of all trips and 57 % of the overall driven kilometers on bike are made up of trips that are shorter than 5 km. Only 4 % of the trips are longer than 11 km, but due to the length of the trips they account for 18 % of the overall driven kilometers on bike.



A clear majority of cycling commuters do not travel more than 5km. This must raise a big question on the validity of the high assumed annual growth rate in the report's cyclist numbers. Research shows commuter cycling over distances of 6 - 16km is unlikely to be attractive to the numbers of Wellington residents claimed by the report. In addition, the report does not even note that:

- cyclist access up Ngaio Gorge, Onslow Road and Ngauranga Gorge are either substandard or non-existent limiting the attractiveness of cycling from these areas
- cyclist access to north Wellington City suburbs requires a 100 - 150m hill climb on the way home limiting the attractiveness of cycling
- many cyclists using the current cycleway do so by parking along Hutt Road which, under the proposed cycleway, will be prohibited.

The report also fails to comment on the expected impact of poor weather on cycling usage. Wellington already has very bad "wet weather" congestion and the trip distances on this corridor are very long (for active modes). One major cause of increased peak hour congestion during poor weather must be because many active mode commuters only cycle or walk/jog during good weather. These "fair weather" cyclists switch to driving or cramming into already crowded buses to get to work when it rains or is cold. Re-purposing valuable Hutt Road transport corridor space to cycleways and footpaths means less space for the vehicles and, in times of poor weather, this also means the space investment in active modes is wasted.

It is the reports unjustified prediction of very high future numbers of cyclists (from 400 today to 1,470 by 2031) that lead to the key requirement for a much larger and wider cycleway. A more reasonable assumption that cyclist numbers will “only doubling” leads to quite a different and less invasive cycleway being required for this corridor.

### 3) The new southbound bus stop at Kaiwharawhara is wrong

A large number of bus commuters use the bus stops at Kaiwharawhara (more than the combined total number of cyclists and pedestrians using the Hutt Road paths). As noted in Figure 17 of the report, the vast majority (around 1,100) board on Hutt Road stop while a few board on Kaiwharawhara Road. The reason for most commuters choosing the Hutt Road bus stop is obvious, with 100 buses during peak hours, the frequency of service is excellent. As known by any decent transport analyst, that makes the service attractive because commuters do not have to be at the bus stop at any particular time to “catch the bus” ... as there will be another one along in a couple of minutes at peak times.

The proposed relocation of the southbound bus stops at Kaiwharawhara is a very bad idea because:

- walk access for users both to and from this area significantly reduced. The new bus stop location will be beyond beyond the recommended 400m for many current users. [Also, the report’s use of simple 400m access circles in Figure 27 for the southbound bus stops is wrong given access must be via the signalised traffic lights across Hutt Road. As the proposed new bus stop is about 140m from the Eastern side of the pedestrian crossing, the actual access is smaller 260m from this point. In practice that this new southbound bus stop is even less accessible for most current users is a major disincentive of residents to take PT.]
- There is a potential safety hazard created because late running commuters may try to take a direct short cut across the busy multi-lane Hutt Road south of the intersection without the support of pedestrian light crossing (this already often happens on Hutt Road now but at least the traffic is regularly halted by the lights).
- any bus that stops to pick-up or drop off passengers from the proposed new recessed bus stop will face a more difficult re-entry to the road because of the near continuous stream of traffic from both Hutt Road and Kaiwharawhara Road (the latter having just turned). As all southbound buses pass this stop this will impact on the reliability of ALL bus routes (again potentially delaying hundreds of commuters).
- The report claim that the proposed new bus stop “will have more frequent and wider range of bus services to choose from” is quite disingenuous (especially given the other issues mentioned above are not even noted in the report). The addition of the 23 bus services that stop on Kaiwharawhara Road to the 100 already on Hutt Road will make little difference to most commuters and no difference to those who need to catch buses currently using the Kaiwharawhara Road stop other than the additional effort of crossing Hutt Road and a 150m walk to get to the new stop location.

Again, this bus stop relocation does not make any sense from a PT improvement point of view and appears to be a narrow-minded cycling engineers answer to meet the unjustified demand for a 2m pedestrian path **in addition** to a 3m - 4m unobstructed cycling path along Hutt Road.

That is not to say that the southbound bus stop on Hutt Road is not in a poor location.

A better but less improved alternative for the southbound Hutt Road bus stop would be to move it south of Winchester Street to be closer to the pedestrian crossing outside the Pot Warehouse. Here a non-recessed bus stop would still fit along with a 3m shared cycleway/walkway. While this would cause some hold-ups in the T2 Lane, much of the time the bus would be stopped due to the lights anyway.

#### 4) Rebuild the Kaiwharawhara Road Hutt Road Intersection

A far superior solution would be to locate the bus stop outside Spotlight. This should also involve incorporate the Spotlight access with the Kaiwharawhara Road traffic intersection thereby removing another key and dangerous driveway. The key advantage of a recessed bus stop outside spotlight would greatly improve pedestrian access (instead of reducing access as proposed) and traffic light support to support buses to re-enter the T2 lane. Lost car parking could be replaced by building the car park over the Kaiwharawhara Stream. There would be some costs involved but given the huge numbers using this bus stop (more use the bus stop than the cycleway), such expenditure would be fully justified.

If this council was genuinely committed to improving the key bottleneck at this intersection, a more ambitious approach would be to expand the intersection at the Hutt Road bottleneck to the north. This would involve the purchase the front half of property at 126 Hutt Road and the demolition the building currently housing the Pot Warehouse to provide land for a much improved intersection to be built:

- this would be a four way intersection including access into Spotlight
- the Westminster Street intersection (itself a safety hazard) could be closed with access provided via the Spotlight car park and 126 Hutt Road
- this would provide the land width to align the road lanes, cater for the walkway/cycleway and support a recessed bus stop
- there should also be some space to replace lost some car parking

The Capital Value of the whole property is \$3.9M and so \$2M would be required to fund this property purchase ... a large amount to be sure but given the critical nature of this intersection and the benefits of relieving this bottleneck while also improving safety for all means this idea merits investigation.



## 5) T2 Lane is justified with care

Bus Lanes along Hutt road have been promised since 2006 when the Johnsonville Line was retained. Indeed a key reason why the Johnsonville rail line was not turned into a busway was because bus lanes on Hutt Road were assumed to have been built by 2016 to improve bus travel times to/from Johnsonville/Newlands.

Of course the opposite has happened and the North Wellington bus service has progressively degraded due to increased peak hour traffic congestion. This was recently recognised by the GWRC who have adjusted the bus timetables to reflect the much slower bus travel times at peak.

While prioritising the travel of buses, taxis and ride-share cars is a good idea, great care is required to ensure it delivers on the promise of improved travel times, especially for bus commuters who make up about 40% of commuters along Hutt Road. The following points are of concern:

- The planned ramp signalling at Ngauranga for northbound traffic could defeat the northbound T2 lane. The queue for drivers heading to the Hutt Valley already often blocks the right hand northbound lane meaning drivers heading up SH1 will have to use the T2 lane to get to the bottom of Ngauranga Gorge. Further thought is required with one idea being to have dual Hutt Valley Lanes before the lights to store vehicles heading to SH2. There is room if the 3m current shared walkway/cycleway were retained.
- There is little advantage to having a T2 lane southbound past Kaiwharawhara Road because much of the traffic is heading towards the Aotea Quay overbridge and there is a lot of lane swapping.
- The report make little mention of what will happen with the new Hutt Road lane configuration of a faster trip for high-occupancy vehicles and a slower trip for single occupancy vehicles. It is very likely that single occupancy vehicles facing a much slower journey may switch to the Urban Motorway thereby increasing congestion. Equally, vehicles with passengers that currently using the urban motorway may shift to the T2 lane if it is faster thereby swamping it. If the latter occurs it may be that a T3 lane is actually required to keep vehicle numbers low enough to permit good bus journey times which is the main purpose of the T2 road improvement.

## 6) Cyclists must be excluded from the T2 Lane

The most important issue with the proposed T2 lanes is whether cyclists can use them.

The report states introducing the T2 Lane is based, in part, on Auckland Transport Guidance (page 49). The report specifically notes the advice on Road Safety:

*"The guidance highlights potential safety issues for cyclists if bus speeds increase. This reinforces the analysis in Section 8.2 above that **cyclists and buses should not be sharing a lane.**"*

The report itself is not clear on whether cyclists are permitted to use the T2 lane but the web site summary states the proposals include:

*“Introduce T2 transit lanes for peak travelling times. These would apply to southbound traffic in the morning peak times, and to northbound traffic in the afternoon peak times. The transit lanes would be reserved for passenger vehicles carrying two or more people, in-service taxis, motorcycles and mopeds, emergency services and cyclists who choose to ride on the road.”*

[In contradiction to the above, the video demonstrating the cycleway however states the T2 Lane is “for high occupancy vehicles (e.g. buses, taxis, vehicles carrying two or more people, motorcycles and mopeds” ... cyclists appear to be excluded]

I would also note that the cycleway design is based partially on the guidance from VicRoads. What is not included in the report is that Australian road rules requires cyclists to use a cycleway where it is provided and they are not permitted to use bus lanes:

- Australian Road Rule 247: Riding in a bicycle lane on a road  
(1) The rider of a bicycle riding on a length of road with a bicycle lane designed for bicycles travelling in the same direction as the rider must ride in the bicycle lane unless it is impracticable to do so.
- Australian Road Rule 154: Bus lanes  
(1) A driver (except the driver of a public bus) must not drive in a bus lane, unless the driver is permitted to drive in the bus lane under rule 158.

The entire purpose of the T2 lane is to permit high occupancy vehicles to maintain reasonable vehicle speeds during peak hour congestion. Therefore, permitting access by cyclists to the T2 Lane should be prohibited because:

- Cyclists in a lanes with fast moving buses is a major road safety hazard as specifically noted by the Auckland Transport Guidance
- The presence of cyclists will slow up all traffic and so negate the purpose of having restricted access to the T2 lane.

## 7) The Hutt Cycleway design doesn't match the Petone one

Perhaps the biggest puzzle about the proposed 5m configuration north of Kaiwharawhara Road is how it does **NOT** align with the 3m configuration already agreed and planned for the next section to Lower Hutt under the Wellington to Hutt Valley Cycle and Pedestrian Link !!

### **Why are both options proposing a width of 3.0m?**

The proposed 3-metre width is in line with Austroads Guidance which stipulates that a shared (walking and cycling) commuter path can be between 2.0 metres and 3.5 metres. This is adequate for two-way movements of cyclists and pedestrians. Option 1 (roadside) would be 3.0m in width with a few narrower sections of 2.5m. Option 2 (seaside) would be 3.0m along the whole length of the path between Ngauranga and Petone.

Source: [Wellington to Hutt Valley Walking and Cycling Link - FAQ](#)

So the WCC plans to spend \$5.6m and remove a couple of hundred of all day car parks to build a separate 3m cycleway and a 2m footpath (5m width total) to connect to the 3m wide shared cycling/walking path from Ngauranga to Petone being built for \$42m ! Building what will be one cycleway to two quite different designs simply doesn't make sense.

Given the majority of cyclists are predicted to travel along this route you would expect design for the cycleway north of Ngauranga to match the design for the cycleway south of Ngauranga ... which would be a 3m shared cycleway/walkway.

### 8) Proposed cycle and walking path widths are not justified.

The report specifically notes NZTA standards on shared cycle/walkways based on the "Pedestrian planning and design guide" (2009) that states:

Table 14.13 – Widths of unsegregated shared-use paths			
	Likely main use of path *		
	Local access only	Commuters	Recreational or mixed use
Desirable path width	2.5 m	3 m	3.5 m
Path width range	2 m to 2.5 m	2 m to 3.5 m	3 m to 4 m
* Where the use is uncertain, provide a width of 3 m [121].			

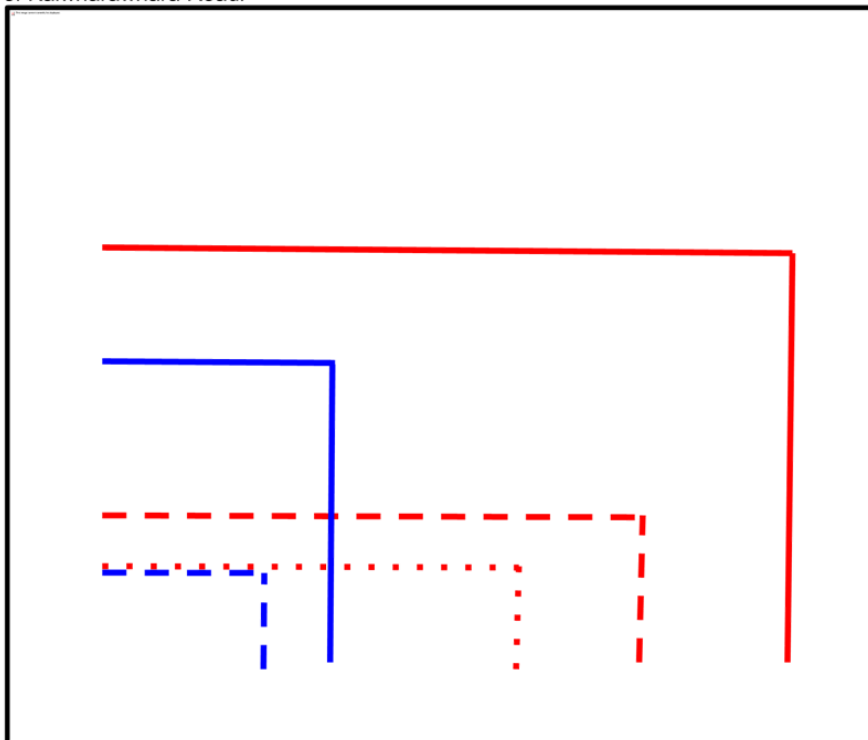
As noted by the report (page 45):

*"Based on NZTA Guidance, the following path widths would be recommended:*

- *North of Kaiwharawhara Road: 3.5m unsegregated shared path*
- *South of Kaiwharawhara Road: 5m segregated shared path (3m + 2m)"*

However, the report deems NZ standards to be insufficient for NZ conditions and turns to an Australian standard (VicRoads Cycle Note 21).

The VicRoads diagram below shows the current usage (in blue) and assumed usage (in red) for cycling & walking use along Hutt Road both north (solid line) and south (dashed line) of Kaiwharawhara Road:



The WCC report combines the VicRoads metrics with the assumed future of cycling use actually tripling in the next 2 decades to provide an even wider an alternative solution assessment (Table 19):

Location	AM Peak	PM Peak
North of Kaiwharawhara Road	3m shared path	3m bike path with 1.5m footpath*
South of Kaiwharawhara Road	4m bike path with 1.5m footpath	4m bike path with 1.5m footpath

\* Amazingly the report mis-interprets the VicRoads table. As outlined by the dotted line above, 740 cyclists and 30 pedestrians matches "3m shared path".

Even the wider VicRoads recommendations are not enough with the report actually recommending the following path configurations:

- North of Kaiwharawhara Road: 3m bike path with 2m footpath
- South of Kaiwharawhara Road: 4m bike path with 2m footpath

The WCC is proposing a cycleway/walkway wider than required by any standard, New Zealand or international. There is no justification outlined in the report for the requirement to exceed recognised cycleway standards.

### 9) The mass removal of all day commuter parking along the Hutt Road is not justified

The mass removal of all day commuter parking along the Hutt Road Road is not justified. The total loss of all day parking is only a result of the WCC design requirement for a 3m - 4m cycleway plus a 2m pedestrian path (5m - 6m total) along the length of the Hutt Road..

As outlined in the previous section, 3m - 3.5m shared cycleway/walkway as required by NZTA design standards would enable the retention of current commuter car parking thereby supporting the local businesses.

Also many commuters park along Hutt road because they wish to cycle or bus into Wellington. This is also a legitimate and sustainable method of reducing car congestion in the city and the elimination of commuter car parking will drive commuters into town parking being effectively prohibited by the cycleway of accessing it or the Hutt Road bus service.

### 10) Is the new cycleway design even safe ?

Finally, one must question the recommended design of a two-way cycleway along a city route with so many driveways.

The Hutt Cycleway report uses the Danish cycling guide "Collection of Cycling Concepts 2012" to justify "*that a fully separated cycling facility is required*" but the report does not include any advice from the same Danish report on the proposed two-way cycleway design along Hutt Road even though there is a specific section on this type of cycleway:

***Two-way path along a road***

*Two-way paths along roads should only be established after a safety assessment of conditions in the area. ...*

*Two-way cycle paths along the road should not be placed where there are many side roads or driveway entrances and exits crossing the path, e.g. through cities. Safety issues arise when the two-way path crosses a side road because motorists often don't realize that there may be cyclists coming from the "wrong" side. The solution here is to establish a one-way cycle track on each side of the road instead.*

"Collection of Cycling Concepts 2012", Page 85

As noted on the Copenhagenize Blog 2014 article "[Explaining the Bi-directional Cycle Track Folly](#)":

*In Denmark, the on-street, bi-directional facility was removed from Best Practice for bicycle infrastructure over two decades ago ...*

*I asked Theo Zeegers at the Dutch national cycling organisation, Fietzersbond, about this issue and he said,*

*"Bi-directional cycle tracks have a much higher risk to the cyclists than two, one-directional ones. The difference on crossings is about a factor 2. So, especially in areas with lots of crossings (ie. built up areas), one-directional lanes are preferred.*

Even if the hundreds of additional cyclists did try to use the new cycleway, it is difficult to believe a big two-way cycleway along a busy city road is capable of delivering on the promise of a safer cycling corridor given the inevitable traffic conflicts.

## Conclusion

The proposed cycleway/footpath along Hutt Road is much wider than required under both New Zealand and Australian Standards for any reasonable prediction of future growth in cycling along this corridor. Cycling is and will remain a minor contributor to reducing traffic congestion ... it is PT that is doing "the heavy lift" in this regard and it is PT that should be given priority for further transport investment.

EVERYONE agrees that the Hutt Road cycleway needs improvements especially for safety. This must obviously start with removing all the light poles and signposts that sprout almost randomly along the path.

But most of the cycleway safety hazards are from the WCC's own infrastructure and the WCC should have moved them months, no years, ago given the dramatic safety claims now being tabled. It appears the WCC has only moved to address these safety issues since the government dropped a huge bundle of cycling money onto the table.

What local businesses and others are concerned with is the claim the cycleway needs to be wider when it is already a reasonable width (being a 3m - 4m wide share cycling/walking path). A 3m - 4m dedicated cycleway plus a 2m pedestrian path is not needed for the 400 cyclists today (the path with the poles removed is already wide enough) but to support the WCC report's wild claim that cycling numbers will grow to over 1,470 during peak ! The cost to do this is the total loss of local all day parking and a lot of mucking around with bus stops & road lanes neither of which is justified.

Given the significant adverse impact on hundreds of commuters (both as drivers and parking), the building of a gold-plated cycleway along Hutt Road for a couple of hundred avid long-distance cyclists is not simply justified. Yes, let us have a better, safer shared cycleway/walkway but a much bigger cycleway is not needed and this submission opposes the Hutt Road cycleway as proposed.

**Hutt Road Cycle path – Submission**

**70**

<b>NAME:</b> Ellen Blake, Living Streets Aotearoa	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> Living Streets Aotearoa	<b>ORAL PRESENTATION:</b> Yes
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**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**


**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**


**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**


**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**


**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**


**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**


**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**


**DO YOU HAVE ANY GENERAL COMMENTS?**

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71





**Submission from Living Streets Aotearoa on  
Northern Cycleways project 1 – Hutt Road  
TR 15-16**

Contact person: **Ellen Blake**  
Email: **wellington@livingstreets.org.nz**  
Phone: **021 106 7139**  
Date: **13 April 2016**

**Submission**

Living Streets Aotearoa supports the improvements to walkability proposed in these changes. This will be a significant improvement for pedestrians.

We have a few improvements to suggest and some queries about what is intended or how it will work.

**Footpaths**

Living Streets supports the reinstatement of dedicated footpath along this route. This will make a major improvement to safety and walking experience. The removal of the illegal car-parking from the footpath is also welcome.

How will pedestrian crossings occur over the cycle path? What is the priority at signalised pedestrian crossing points?

We would like to see more separation between pedestrians and cyclists, with an audible strip, or similar, between the two paths, and surface differentiation (i.e., colour or texture). We are concerned to ensure that cycle paths are created that do not look just like footpaths.

The footpath currently disappears at the bottom of Centennial Highway on the north side, and pedestrians run across this lane. Are there any improvements considered here? In the proposed system, the place people walk has been turned into a high-speed cycle lane. What is proposed to replace the pedestrian grass path?

We support the new signalised pedestrian crossing over Hutt Road at the bottom of Centennial Highway and across the 'slip' lane. This is a significant improvement and will now allow safe access to the bus stop on Hutt Road.

What happens to vehicle access to the dump station - does this cross the footpath? It appears to turn into a bus stop.

We support using this opportunity should to improve access to and visibility of Ngauranga railway station, currently hidden away, and linkages between the station and the bus stops. A decent interchange between buses on the proposed North-South Corridor and Hutt Valley buses and trains would provide the fastest and shortest public transport link between the northern suburbs and the Hutt Valley.

The shade trees along Hutt Road, north of the petrol station, provide important shade and shelter for pedestrians, and a visual barrier and noise attenuator between the path and the motorway. We do not consider them a hazard. We would like to see them retained.

We would like to see more vegetation planted along this route – this could be used as a barrier between vehicles and pedestrians. Seating would also improve the route.

We note the proposal to move street lighting to the opposite side of Hutt Road. How will this lighting provide adequate lighting cover for the footpath? Lighting is crucial for pedestrians, as all vehicles carry their own lights but pedestrians do not.

We would like to see 'Give Way' signs included with the speed hump at all vehicle exit-ways along this route. This is in line with the Road Rules for exiting vehicles to give way to pedestrians.

Does the traffic resolution need to re-legitimise the footpath? There is no mention of footpaths.

#### **Bus-stop bypasses**

We are unsure how these bus stops will work. If a bus stops in them will it stop all the traffic in that lane? This would mean that vehicles carrying more people would be at a disadvantage.

What priority will be given to exiting passengers in regard to the cycle lane?

The bus stop on Hutt Road north of Kaiwharawhara Road is a popular stop – what impact will moving it have on the passenger experience?

We would prefer to see a bus-priority lane at all times along this key route. The motorway is available for all through vehicles. If not, at least a T3 lane should be created.

#### **Cycle path**

Is there a speed limit on the cycle path?

Why does the path increase to 4 metres? What is the need for that?

**Car parking**

Who are the 216 long-term car parks occupied by?

We would like to be heard in support of our submission.

**About Living Streets**

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot, and working to promote walking-friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land-use and transport planning.

For more information, please see: [www.livingstreets.org.nz](http://www.livingstreets.org.nz)

**Hutt Road Cycle path – Submission**

**26**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michael Mellor	Seatoun	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes, but please consider...(add comments)

1. retention of the line of trees between the motorway and Hutt Rd is important, as a visual and acoustic screen and for shade;
2. the bus stops need to be designed so that a high-capacity bus can pull fully alongside the kerb at all times, providing near-level access at both doors and facilitating wheelchair/buggy etc use;
3. the opportunity should be taken to improve crossing facilities at the Ngauranga Gorge/Hutt Rd intersection to facilitate access between bus stops and the station. A safer, more convenient interchange here would provide the shortest, fastest and cheapest public transport route between the northern suburbs and the Hutt Valley, transferring between buses on the proposed high-frequency North-South Corridor and Hutt Valley buses and trains. Visibility and accessibility of Ngauranga station should also be improved, and access between the station, the bus stops and the retail area.
4. the Ngauranga to Airport Corridor Plan proposes bus lanes, not T2 lanes, along Hutt Rd. The capacity of the parallel motorway is being increased by widening it and making it smart, thereby lessening the pressure on Hutt Rd and allowing the N2A proposal bus lane proposal to proceed;
5. start and finish times of the T2/bus lanes should be reviewed: in particular, bus traffic can continue to be heavy after 6pm;
6. all provision for pedestrians should be fully in accordance with the NZTA Pedestrian Planning and Design Guide.

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes, but please consider...(add comments)

See answer to Q2 above.

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes, but please consider...(add comments)

A more obvious barrier would be preferable, perhaps a rumble strip or wands along the dividing line at/near points of potential conflict

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes, but please consider...(add comments)

See answer to Q2 above

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes, but please consider...(add comments)

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes

<b>DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?</b>
Yes, but please consider...(add comments)
See answer to Q2 above
<b>DO YOU HAVE ANY GENERAL COMMENTS?</b>
1. re Q4, I use bus and car and walking, but for some reason I'm not allowed to choose more than one mode; 2. this form should say whether submitters will be able to access a copy of it once submitted. If such a copy is not available automatically, please email me a copy.

**Hutt Road Cycle path – Submission**

**27**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Matt Jones	Newlands	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes, but please consider...(add comments)

The council should consider, moving the cycle path to the other side of the Hutt Road. If this is not possible, they need to consider making the cycle path the same level as the road, making bus stops transparent, putting guidelines in place to ensure contractors keep the surface smooth, and redesigning the intersection at Westminster Street.  
More details are in my attached submission.

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes, but please consider...(add comments)

I think this lane should be open to parking at off-peak times. You may want to trial T2 part of the proposal (only opening the lane to buses and cars with 2 or more people) and open it to all vehicles at peak time if there is too much traffic congestion trying to use one lane of the Hutt Road.

**DO YOU HAVE ANY GENERAL COMMENTS?**

Please see attached submission

77

## **Introduction**

This submission is made by me, Matt Jones in my personal capacity.

Overall, I support the proposed cycleway along the Hutt Road. I cycle this route on the current cycleway almost every day. The current configuration is very dangerous and is in desperate need of an overhaul.

While I support the cycleway overall, I have a number of suggestions to either improve the design.

## **Put the cycle path on the other side of the road**

The main reason for the lack of safety on the current route is the number of cars entering and exiting businesses along the route.

To avoid this danger, I strongly suggest shifting the cycleway to the other side of the Hutt Road. It could be separated from the road with some sort of narrow strip, or with bollards. This would offer a very safe cycle path with few dangers for cyclists. It would be considerably safer than the proposed cycle path, where cyclists will still have to contend with cars crossing the cycle path into businesses.

If this suggestion is taken up, my other concerns, detailed below, will not be relevant. However, if the cycle path does remain on the same side of the road, the points below will still be valid.

## **Make the cycle path the same level as the road**

The current plan appears to show the cycleway at the same level the footpath. I think it will greatly improve the safety and smoothness of the route if the cycle path is at the same level as the road, with some sort of separation, such as bollards between the cycle path and the road.

### **Improving safety**

When people in a car exit a driveway, they naturally look at the road, which is where most of their hazards are. People do not pay much attention to the footpath before they get on the road. Currently, the cycleway looks like a part of the footpath, meaning drivers do not naturally pay attention to it as they exit businesses. To change this, the cycleway must look to someone exiting a business like it is part of the road. This will encourage them to look at the cycleway as well as the road.

### **Improving smoothness**

The current cycle path is very bumpy. One of the reasons the for this is due to the depressed curbs at each business's driveway. If the cycle path is on the same level as the road, there will no need for these depressed curbs to be on the cycleway.

### **Ensure contractors keep the new cycle path smooth**

One of the major issues with the current cycle path is that it is extremely bumpy. This is from years of contractors doing work under ground and doing a poor job of replacing the seal. The current cycle path is extremely uncomfortable to use.

This does not happen on roads very often because the weight of cars and trucks requires the whole seal to be replaced much more frequently. As this does not happen with a cycle path, it gets very bumpy over time.

A new cycleway needs to have strict standards on contractors keeping the surface smooth when they do repairs.

### **Make bus stops transparent**

Currently, the bus stops often have advertisements and other patterns covering them. This means that cyclists and people waiting at the bus stop cannot see each other. This can lead to near-misses when people walk out of bus stops to board the buses or for other reasons.

An easy solution to this would be to make the bus stops transparent. This will be safer for both cyclists and pedestrians.

### **Fix Westminster Street**

Crossing Westminster street is currently very unsafe on a bicycle. If travelling south, someone has to slow right down and be focusing in four directions. They need to:

- look left on the footpath for pedestrians walking around the corner (they can't be seen as the bus stop is not transparent)
- look left on the road for any cars exiting Westminster Street
- look ahead any cars turning into Westminster Street from the south
- Look behind for any cars turning into Westminster Street from the north

Clearly, the current design is unsafe. something significant needs to be done to this intersection to improve safety. I suggest right of way be given to the cyclists at this intersection in some way where drivers are aware of this.

### **The Aotea Quay Route is better than the Thorndon Quay route**

It has been stated a decision needs to be made on the last part of the cycle route between either Thorndon Quay or Aotea Quay. I think Thorndon Quay is fundamentally not very safe. I suggest Aotea Quay be the final part of the route.



**Hutt Road Cycle path – Submission**

**28**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tony Simmers	Ngaio	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes, but please consider...(add comments)

I ride (or run) this route every day – mostly just from Ngaio into town, but once or twice a week up to J&Mville or the Hutt. Basically you seem to be on the right track. A couple of comments, mostly around making the path the easy choice – if people don't want to get on at the beginning and end of the path they are never going to use the middle!

- Westminster Street area is a big pain at the moment. It didn't jump out at me exactly what will happen there – is the black hatched area a traffic island? My ideal would be to raise the roadway at the end of Westminster Street so pedestrians and cyclists don't descend the gutter bridge and cars face a judder bar. Probably better would be to set the raised portion 1 car length back from the main road (small zig zag needed for cyclists) but cars could then take one bite at getting past bikes and one bite at getting on/off main road.
- Probably missed it in your docs, but presuming that you are removing all/most of the light poles that make that life difficult. In particular your maps didn't seem to cover that bit from Aotea Quay on-ramp down to Thorndon Quay – goes back to the point about making entry to the path easy.
- Getting people coming out of town to join the path will be a challenge – I know for me crossing traffic to get onto the pathway only to have to use traffic lights cross back again at Ngaio is a real pain.
  - o What chance of getting more space on the left going North to accommodate people who just won't use the path? I'd swap 0.5m of cycle path for 0.5m extra going north in a heartbeat. In fact I suspect that with a little more space going north there would be very few people going north on the pathway so you hardly need to cater for it being two way for bikes at all. Appreciate that might mean \$\$ to move gutters etc, but nearly all those using this corridor are commuting cyclists – they want to get where they are going and crossing traffic is a real pain. Realistically quite a few people are still going to use the road going north – I think not catering for that is ignoring the obvious.
  - o If you can't do that, having a couple of organised zones where cyclists have advance notice of a 20-30m transition area (probably just more green paint) in the centre of the road to aim for as they leave the left side going North aiming for a nice smooth gutter bridge to join the path might help. Perhaps one at the end of Thorndon Quay (before Tinakori traffic joins), one near the new Glengarry, and another after that Westminster crunch point (possibly even starting from the lights at Ngaio Gorge cos there are two lanes to cross there – but realise you are really tight for space)
- Turning out of Ngaio Gorge going south would benefit from a couple of painted guide lines to stop cyclists drifting across the line of the cars behind them as they ride across to join their path – they need to go straight across for good bit before you start to turn. Regular cyclists have probably learned this, but newbies can easily get it wrong. Same thing, but even worse, applies outside railway station turning onto the quays.
- Again reducing the number of poles with traffic lights etc in that area would be good as there are currently a lot of things to dodge.

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes
<b>DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?</b>
Yes
<b>DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?</b>
Yes
See above
<b>DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?</b>
Yes
<b>DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?</b>
Yes
<b>DO YOU HAVE ANY GENERAL COMMENTS?</b>

**Hutt Road Cycle path – Submission**

**29**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris Horne		Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes, but please consider...(add comments)

A footpath, not just a cycle lane and a bus-only lane, where Centennial Highway (bottom of Ngauranga Road) approaches Hutt Road. I recommend that a sign be erected directing people to Ngauranga Station. This provides the fastest public transport link between Johnsonville and the Hutt Valley. At present, many people do not know that Ngauranga Station is just beyond the underpass. I recommend that a sign be erected at Ngauranga Station directing people to the bus stop on Hutt Road. This would help to compensate for the loss of Kaiwharawhara Station.

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes, but please consider...(add comments)

I doubt if a white line will be adequate to keep pedestrians safe from cyclists. I recommend that at all places where motor vehicles cross the footpath, warning signs be erected stating "Caution - pedestrians crossing", and each place have a speed hump at

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes, but please consider...(add comments)

I recommend that all bus stops have shelters similar to the design now at bus stop 4294, on Northland Road, Northland, 30 m west of Military Road. This has three sides, and a partial fourth side. I recommend that all sides be of translucent glass. I stro

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes, but please consider...(add comments)

I doubt if all cyclists will stay on their side of any white line. Perhaps a concrete barrier, c. 200 mm high X 150 mm wide, would be more effective at controlling cyclists than a mere painted line..

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes, but please consider...(add comments)

Firm enforcement of no-parking by-laws.

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes, but please consider...(add comments)

Making the T2 lanes all-day, every-day, to encourage car-pooling, and thus help to make the city carbon-neutral.

**DO YOU HAVE ANY GENERAL COMMENTS?**

I welcome Council's efforts to improve safety and convenience for pedestrians and public-transport users. For too many decades, transport planning has been car-centric. WCC's efforts in developing these proposals are a small, but significant step towards making transport planning people-centric. These proposals will, if implemented, be a small, but important, step towards making Wellington a carbon-neutral capital. Agreements made by the world's nations at the Paris Conference make it imperative that we do all in our power to slash greenhouse gas emissions. Investing in footpaths, cycle lanes, T2 lanes and bus-only lanes, are all examples of people-centred transport planning. Thank you!

**Hutt Road Cycle path – Submission**

**30**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Keith Mitchell	Khandallah	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes, but please consider...(add comments)

The people who cycle along the Hutt Road are pretty fit and their speeds are almost the same as that of the road vehicles. There seem to be the seeds of disaster at road junctions (particularly if there is no clear priority to cycle or other road traffic)

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Don't know

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

No

**DO YOU HAVE ANY GENERAL COMMENTS?**

If you want to predict how something will work it is usually a good idea to see whether it has been done before. The T2 idea has been used in Paremata but I believe it is honoured in the breach. Perhaps congestion charging may be better even if it requires more infrastructure to support it.

**Hutt Road Cycle path – Submission**

**31**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alex Gray / Michael Gross		Wellington District Council of the NZ Automobile Association (NZAA)	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes, but please consider...(add comments)

Safety and efficiency concerns as listed in the attached.

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**


**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**


**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**


**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**


**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**


**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**


**DO YOU HAVE ANY GENERAL COMMENTS?**

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Hutt Road Cycle Path Consultation  
Wellington City Council  
P O Box 2199  
Wellington

Email: [huttrroad.submission@wcc.govt.nz](mailto:huttrroad.submission@wcc.govt.nz)

11 April 2016

### **Hutt Road Proposed Cycleway and T2 lanes**

Dear Sir

1. This submission is made by the Wellington District Council of the NZ Automobile Association (NZAA). The NZAA has over 160,000 members in its Wellington District.
2. The Wellington District Council of the Automobile Association has discussed this proposal and overall supports the creation of a separate cycleway on this heavily used route by all forms of transport. However, we have a number of safety and efficiency concerns listed below which we would like to explain further at an oral presentation to Council.
3. We note the clearway hours currently proposed for the curbside southbound lane is from 7am to 9am Monday to Friday. We question whether the clearway period should be extended as the traffic counts for the Hutt Road between 9am and 10am on Wednesday and Thursday are 1100 vehicles in that hour (see enclosed traffic count). We doubt if one lane is adequate to carry this volume of traffic. Has modelling been undertaken that supports this approach? We request that Council considers extending the clearway until 9.30am Monday to Friday. Also we note on a Saturday morning there are 3 hours between 11am and 2pm when the traffic count is nearly 700 vehicles per hour and wonder if one lane is adequate for this volume of traffic.
4. We note the proposed T2 lanes in peak hours for both north-bound and southbound traffic. However, we are not sure if there are going to be real time benefits for those using the T2 lanes for the following reasons:
  - During peak hours an average of 1 bus per minute uses the Hutt Road. Even with bus stops outside the carriageway every time a bus enters or exits a bus stop the traffic in the inside lane will have to slow down or possibly stop.
  - On southbound lanes single vehicle occupants wishing to turn into premises such as Pacemakers and Carters will have to travel in the outer lane until 50 meters from their destination then turn into the inside T2 lane to get to their destination. This may disrupt the traffic flow and cause congestion that does not exist at present.
  - Page 3 of the proposed traffic resolution states in the penultimate paragraph that about 31% of vehicles would be eligible to use the proposed T2 Transit Lane. WCC Transport Development Engineer Brett McPhedran advised us that the average passenger count in vehicles was 1.5. One of our Councilors spent 20 minutes on the Hutt Road in the morning peak and observed the traffic. His observations were that the percentage of cars with two or more people was about 45% not the 31% stated by

1

WCC. He observed there were very few cars with more than 1 passenger. On this basis if there were 6 cars with an average of 1.5 people this results in two single vehicle cars and two with one passenger (excluding cars with more than 1 passenger. If the number of cars is close to 50% we question what the benefit is of a T2 lane.

5. Therefore as there appears to be some doubt as to the time savings proposed for the T2 lanes we request further research be carried out and a full cost/benefit analysis provided to Council before the T2 lanes are introduced.
6. We note with concern that only a 5 metre sight line is proposed from the edge of a driveway to the first car-park. Many of the entrances can be very busy eg Placemakers, Carters and KiwiRail. We have discussed the sight line distance with cycling representatives and both parties agree that on the Hutt Road a minimum sign line of 10 metres should apply before the first car park.
7. Currently many cars park all day on what is legally the footpath and many of these are either commuters or staff who work in adjacent businesses. With the proposed changes cars will be allowed to park on the inside southbound lane either P120 or no limit at all in many cases. We have no issue with P120 parks for those visiting adjacent businesses but question whether allowing all day and even night parking on the southbound inner lane is the best use of a lane on the second busiest arterial route into Wellington. Our preference would be for all parks to be limited to P120 max 24 hours a day. There is space for commuter/staff parking on the verge north of the Rail overbridge which would not affect the proposed cycle and pedestrian paths.
8. We have met many drivers and residents who are not familiar with the proposed changes. Many people no longer subscribe to a newspaper and the proposal only appeared on internet pages like "Stuff" for 1 day. We request that whatever changes are adopted that a full review is conducted after 12 months in case changes are required to optimize traffic flows of motorists, cyclists and pedestrians.
9. We confirm we wish to make an oral presentation on this proposal to Council in support of our submission.

Yours sincerely,



 Michael Gross  
Wellington District Chairman



# TRANSPORT AND URBAN DEVELOPMENT COMMITTEE

4 MAY 2016

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Item 2.1 Attachment 1

Site Number : [W2176]  
 Site Id: Hutt Rd 250M S of Onslow Rd Site W2176  
 Data Direction NS  
 Direction Shown South bound  
 Time Range 0:00 Tuesday, 20 July 2010 0:00 Tuesday, 27 July  
 Duration: Classes 1 2 3 4 5 6 7 8 9 10 11 12

Hour Period	MON	TUE	WED	THU	FRI	SAT	SUN
0000-0100	18	25	27	30	35	62	63
0100-0200	19	23	46	45	57	48	41
0200-0300	12	30	22	24	23	38	22
0300-0400	23	32	28	27	35	28	29
0400-0500	75	81	84	76	78	47	37
0500-0600	115	124	146	140	136	67	38
0600-0700	459	431	420	447	415	133	67
0700-0800	1362	1373	1401	1297	1346	197	100
0800-0900	1432	1408	1365	1322	1401	317	152
0900-1000	769	708	1109	1087	809	460	389
1000-1100	569	571	596	596	622	615	442
1100-1200	557	577	549	643	588	671	495
1200-1300	544	564	582	630	597	675	535
1300-1400	539	524	573	575	561	681	537
1400-1500	496	530	511	488	548	627	512
1500-1600	526	468	496	600	552	546	485
1600-1700	495	546	529	602	581	426	381
1700-1800	525	527	572	552	626	271	345
1800-1900	278	289	290	318	449	272	205
1900-2000	190	206	254	211	228	175	139
2000-2100	152	127	153	161	148	103	118
2100-2200	96	100	138	129	139	95	96
2200-2300	61	72	77	97	103	97	53
2300-2400	34	53	54	114	84	83	36

AVERAGES	
5-DAY	7-DAY
27	37
38	40
22	24
29	29
79	68
132	109
434	339
1356	1011
1386	1057
896	762
591	573
583	583
583	590
554	570
515	530
528	525
551	509
560	488
325	300
218	200
148	137
120	113
82	80
68	65

Totals

12 Hr 7-19	8092	8085	8573	8710	8680	5758	4578
16 Hr 6-22	8989	8949	9538	9658	9610	6264	4998
18 Hr 6-24	9084	9074	9669	9869	9797	6444	5087
24 Hr 0-24	9346	9389	10022	10211	10161	6734	5317

8428	7497
9349	8287
9499	8432
9826	8740

AM Hour	8	8	7	8	8	11	11
Peak	1432	1408	1401	1322	1401	671	495

8	8
1386	1057

PM Hour	12	12	12	12	17	13	13
Peak	544	564	582	630	626	681	537

12	12
583	590

Figure in BOLD denotes Peak AM and PM reading

7-9 AVG	1397	1391	1383	1310	1374	257	126
10-2 AVG	552	559	575	611	592	661	502
4-6 AVG	510	537	551	577	604	349	363

1371	1034
578	579
556	498

**Hutt Road Cycle path – Submission**

**32**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew Skinner / Matt Williams	Other	Carters	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

No

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

No

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

No

**DO YOU HAVE ANY GENERAL COMMENTS?**

Please see the document attached.



64 - 68 Harris Road, East Tamaki  
Ph: 09 272 7200 | Fax: 09 272 7262  
Private Bag 94027 | Manukau | 2241

13 April 2016

Wellington City Council  
Attn: Brett McPhedran

**Hutt Road Cycle Path**

We refer to the proposed Hutt Road Cycle Path (**Path**), which Carters opposes. Carters has successfully operated as a building supplies merchant from its branch at 176 Hutt Road for over 10 years. The branch operates 6 days per week and has 6 full-time staff. It is important that the Council appreciates that the car parks outside our premises, which Carters pay to occupy, are an essential part of being able to do business on Hutt Road as they provide car parking for Carters staff and customers. Removing these car parks will have a significant impact on the site.

The branch is in a good location to service the building supplies requirements of our largely trade customer base. The branch is made up of a showroom for hardware products and a yard area that customers drive into to pick up bulk building materials. Suppliers also deliver these bulk products into the yard. As discussed with Mr McPhedran on 3 February 2016, the proposed Path will have a significant impact on the branch. The busiest period for the site is between the hours of 7am and 9am, when customers wish to collect their products for the day's work and suppliers make deliveries. During busy morning periods, the branch can have up to 10 vehicles in the yard at one time. At this time, the car parks on Hutt Road provide overflow parking for customers parking for staff, which considerably reduces congestion on site. We understand the proposal accommodates car parking for the child care centre next to Carters and we also need an alternative car parking solution.

We consider the design of the Path and increased traffic flows caused by the proposed Path will raise serious safety concerns and these have not been addressed in the proposal for the Path. Our two main concerns are:

- (a) the current car parks provide a buffer between any vehicles exiting the site and the current footpath and cycle lane. The vehicles that predominantly visit the site are larger utes and small trucks and larger supplier trucks for deliveries. These larger vehicles need a buffer to check for pedestrians and cyclists before exiting the high gates at the site to join the traffic; and
- (b) the larger supplier delivery trucks that are heading South on Hutt Road will need to turn right and cross over two lanes, a cycle path and footpath before entering the site.

The proposed Path does not address either of these serious safety risks. We met with Mr McPhedran on site on 3 February 2016. We discussed the serious concerns we had with the proposal but our concerns were dismissed and Mr McPhedran advised construction was likely to commence in the fourth quarter of this year.

We have also commissioned a review by Tim Kelly Transportation Planning Limited, which we attach. We consider the concerns raised and other options noted in this review need to be fully considered before the Council proceeds with the proposed Path.

Yours sincerely

A handwritten signature in black ink, appearing to read "AJS", written over a horizontal line.

Andrew Skinner

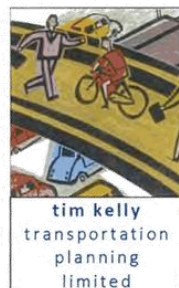
Legal Counsel

16.04.11 Hutt Road.doc

12 April 2016

Carters Ltd  
Private Bag 94-027  
MANAKAU 2241

For the attention of: Andrew Skinner



Andrew

**CARTERS, 176 HUTT ROAD WELLINGTON**  
**Proposed Cycleway: Review of Parking Requirements**

#### Background

The Wellington Central branch of Carters is located at 176, Hutt Road in Kaiwharawhara.

Wellington City Council (WCC) is proposing to upgrade the Hutt Road cyclepath and footpath, which requires the removal of existing off-street parking in the vicinity of Carters. Without the provision of replacement parking, the operation of Carters will be adversely affected.

At the request of Carters, an assessment has been undertaken of options for the provision of replacement parking. This has involved liaison with the branch manager, WCC and a detailed review of the constraints in this area.

This document summarises this assessment.

#### Existing Situation

The location of the Carters Kaiwharawhara branch is shown by **Figure 1**.

The distance between the property boundary and the Hutt Road kerbline is approximately 6.5m, which includes car-parking immediately adjacent to the boundary and a shared cycle/footpath. Kerbside parking on the Hutt Road is prohibited in this area.

The six or seven parking spaces adjacent to the property boundary are formalised for use by Carters by means of an encroachment licence. These spaces are used by staff, typically between 6:30am and 5:15pm on weekdays and 7:30am – 12:45pm on Saturdays (the store is open between 7am and 5pm on weekdays, 8am – 12:30pm on Saturdays and closed on Sundays).

The Hutt Road in the vicinity of the Carters site provides two traffic lanes in each direction and a flush median which provides for right turn movements into activities such as Carters.

---

tim kelly transportation planning limited  
mail: po box 58, mapua, nelson 7048  
phone: 027-284-0332 e-mail: tim.kelly@paradise.net.nz  
web: www.tktpl.co.nz



Figure 1: Location Plan (Source: WCC GIS)

2

The road typically carries 19,750 vehicles/day (with peak directional flows of 1,500 vehicles/hour)<sup>1</sup> and is classified as an 'Arterial Road' in the hierarchy defined by the District Plan. The site has a separate entry and exit which results in an internal clockwise movement of customer and delivery vehicles.

The Carters site is adjoined to the north by Placemakers (188 Hutt Road) and the south by Storage One (a self-storage facility) with i-Kids (an early childcare facility) on an upper floor (both at 172 Hutt Road). Another early childcare facility, Early Years, is located beyond this (at 162 Hutt Road). All of these properties border the rail corridor to the rear, owned and operated by Kiwirail.

#### Cycleway Proposal

The existing Hutt Road cycle facility connects the northern suburbs and Hutt Valley with the Wellington central area. The Hutt Road Cycleway project seeks to create a dedicated cycle facility over a distance of 3kms between Jarden Mile and Aotea Quay, with a 3-4m wide cycle path, 2m wide pedestrian path, 1m wide car-door opening zone and peak hour T2 lanes on Hutt Road (operating southbound in the AM peak and northbound in the PM peak).

The proposals have been formalised with a Proposed Traffic Resolution which details the more specific changes necessary within the road corridor. In the vicinity of the Carters site, the most relevant changes are:

- removal of parking adjacent to the site boundary;
- provision of a 2m wide pedestrian path along the site boundary, a 4m wide cycle path and 1m 'door-opening' zone;
- to the south, provision of nine kerbside parking spaces adjacent to the childcare facilities – these are clear of the traffic lanes and available all-day but restricted to P10 use 7am – 9am and 4pm – 6pm on weekdays;
- to the north (adjacent to the Placemakers building), provision of 14 kerbside parking spaces within the left-hand T2 traffic lane which would not be available for use on weekdays 7am-9am but at other times would not be time restricted; and
- lines prohibiting stopping at all times adjacent to the Carters site.

The proposals have been the subject of consultation with affected properties. A formal period for submission on the proposals closes on 13 April 2016, after which any objections will be reviewed and addressed.

#### Effect of Cycleway Proposal

##### *Parking*

The immediate effect of the cycleway proposal will be a loss of parking for Carters staff. With staff typically arriving for work around 6:30am, the spaces in the T2 traffic lane to the north will not be available until 9am. Similarly, the P10 restricted spaces to the south will be not available until 9am (and then would only be available until 4pm). In both cases, all of the spaces will be available for general use and there is no guarantee that any would be vacant for use by Carters staff.

To the north, the closest available public kerbside parking is on Rangiora Avenue, approximately 300m from Carters. The use of this parking by Carters staff would be inconvenient, both for them and for Rangiora Avenue residents and visitors who would

<sup>1</sup> Figures supplied by WCC and relate to June 2012.

compete for this parking.

To the south, some off-street public parking is available on Westminster Street, 460m from Carters. Not only is this beyond a reasonable walking distance, but this parking will all be subject to time restrictions under the cycleway proposal.

Carters has investigated the possibility of privately leasing spaces for use by its employees, but the closest available parking identified is 2.5kms from the site.

This means that no practical replacement parking resource is available for Carters staff to use, with a resulting potential significant adverse effect upon the operation of the Carters business.

#### *Safety*

The exit from the Carters site is approximately 4.7m wide. Staff vehicles are not usually parked right up to the opening, providing a limited visibility splay for drivers of approaching pedestrian or cycle movements. The removal of parking and the relocation of the pedestrian route immediately adjacent to the property line will mean that exiting drivers will have a more restricted view of approaching pedestrians, especially from the south (left) where views are blocked by a building.

The removal of obstructions (parking, lighting columns, etc) and the provision of a fully segregated path is likely to increase the speed of at least some approaching cyclists. Together with an assumed increased frequency of cycle movements, the potential for a conflict between vehicle movements entering / leaving the Carters site and a cyclist, even with warning signage, is considered to be high.

This will be especially applicable to exiting truck movements making a right turn towards the north – these are currently required to negotiate the footpath/cycleway and four lanes of traffic in order to complete their manoeuvre and an increased intensity / speed of approaching cyclists will increase the difficulty of this movement with a consequent detrimental impact upon safety.

#### **Options for Provision of Alternative Parking**

Consideration has been given to alternative means of providing parking for Carters staff. All of the options are summarised below even though each has associated problems and/or significant costs of implementation.

- a) Provide spaces within Carters site. The space between the entry and exit is 13m, allowing five spaces 2.5m wide to be configured at right angles to the property boundary.

*Comment: would result in the loss of a vital material storage and truck unloading area, and would limit the space available for general vehicle manoeuvring to the extent that the operation of the site would be severely impacted.*

- b) Leasing off-site

*Comment: as noted above, Carters has sought off-site parking to lease but with the closest available being 2.5kms away, this does not offer a practical solution.*

- c) Amend parking to south to provide 4 \* P10 spaces for childcare drop-off, with remaining 5 spaces available for general use.

*Comment: the provision of 9 dedicated spaces for childcare drop-off / collection purposes seems high, even for two childcare facilities. However, even if some spaces were to be converted to general use with all-day availability, competition for these spaces means that there would be no guarantee of their availability for Carters staff.*

4

- d) Create kerbside parking on northbound nearside traffic lane on Hutt Road.

*Comment: if sufficient off-peak capacity is provided southbound with general parking available in the nearside traffic lane, then it is likely that a similar arrangement could operate northbound in the PM peak. Even if this were feasible, Carters staff would be required to park their vehicles in the northbound lane in the morning and then at some point move them to the southbound parking before the evening peak period. Also, such parking would not be reserved for Carters staff and hence there would be no guarantee of availability. Furthermore, this arrangement would result in parking where no footpath exists and additional pedestrian activity across the Hutt Road.*

- e) Provide permanent kerbside parking on the north side of the Hutt Road.

*Comment: this would require widening of the legal road into the embankment (adjoining land appears to be in WCC ownership), necessitating costly excavation and retaining structures. Any such spaces would be available for general use with no guarantee of their availability for use by Carters staff (unless a contractual agreement was reached between Carters and WCC).*

- f) Provide parking on Kiwirail land to rear of Carters site

*Comment: it is understood that Kiwirail may be receptive to the leasing of land where it is practical and safe to do so. In this respect, there is a requirement that a minimum clearance of 7m be provided between the centreline of any live rail lines. Given this, some land available to the rear of the adjoining Placemakers building could potentially be used for this purpose (refer Figure 2). An initial approach has been made to Kiwirail, which is understood to be assessing issues of security / access (which may preclude its use for this purpose).*



- g) Remove flush median and right turn bay on Hutt Road and relocate space for kerbside parking

*Comment: the removal of the flush median and turning bays would need to be accompanied by measures to physically prohibit right-turn entry/exit movements to*

5



ensure safety in this area. With no convenient facilities (such as roundabouts) for vehicles to make U-turn manoeuvres, such measures would result in a significant loss of accessibility for Carters and other businesses reliant upon the ability to turn right in or out of the site.

h) Provide parking at Kaiwharawhara Park

*Comment: Kaiwharawhara Park is located on the north side of the Hutt Road, accessed by means of a narrow driveway. The park appears to be little used other than for dog-walking by local residents. The walking distance from the edge of the park to Carters is 380m (following the driveway) but if more direct steps were provided this could be reduced to slightly over 100m. This possibility has been raised with WCC and the Parks Department is to advise on the status of the park.*

i) Parking Building

*Comment: WCC has advised that a possibility exists of constructing a small parking building on land owned by Kiwirail between 160 & 162 Hutt Road. This has not been subject to any feasibility assessment or costing at this stage – it is possible that the costs associated with the provision of parking in this way would be prohibitive.*

j) Alternative Cycleway Alignment

*Comment: It is understood that WCC has investigated alternative alignment options for the cycleway involving the use of Kiwirail land or the north side of the Hutt Road and some reasons for not pursuing these options are given in the Proposed Traffic Resolution document. Nonetheless, given the potential safety concerns arising from conflicts between vehicular access and cycle movements, it is recommended that such options are revisited. For example, use of the rail access track between the Caltex service station (214 Hutt Road) and Westminster Street would potentially remove all potential conflicts associated with the intervening activities. Alternatively, the creation of cycle crossings at the Kaiwharawhara Road and Onslow Road intersections would allow the intervening section of the Hutt Road to be used on the north side, with only the Rangiora Avenue intersection to be crossed.*

**Conclusions & Recommendations**

*Conclusions*

The Hutt Road cycleway project, as currently proposed, will result in the loss of staff parking associated with the Carters site. Without the replacement of this parking, the adverse effects upon the operation of the Carters business will be significant.

In developing the cycleway proposals, WCC has sought to provide alternative parking for some of the activities along the Hutt Road, such as the childcare centres.

Before the cycleway project is implemented, alternative parking should be provided which is available on weekdays 6:30am – 5:30pm and able to be reserved for use by Carters staff (or at least have a reasonable certainty of availability). A reliance upon Carters staff moving their vehicles between locations during the course of a day would be time-consuming and inefficient.

Of a number of options considered for the provision of alternative parking, only two appear to offer potential in terms of location within a convenient distance and an ability to be reserved for staff use – the use of Kaiwharawhara Park or the use of Kiwirail land to the rear of the site.

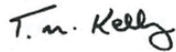
6

*Recommendations*

It is recommended that:

- this part of the cycleway proposal should not proceed until a satisfactory solution is identified to the provision of alternative parking for Carters staff;
- liaison should take place with WCC regarding the availability of a part of Kaiwharawhara Park for vehicle parking;
- further liaison should take place with Kiwirail regarding the availability of land to the rear of Carters / Placemakers for vehicle parking;
- WCC should more thoroughly consider an alternative alignment for the cycleway which would remove the potential for conflict between manoeuvring vehicles and cycle movements on this part of the Hutt Road; and
- if WCC is to pursue the development of a parking building, a clear indication of timeframe for availability and charging arrangements would be required before any commitment could be made to its use.

Yours sincerely,



**Tim Kelly**  
Tim Kelly Transportation Planning Limited  
(Phone : 027-284-0332, E-mail : [Tim.Kelly@paradise.net.nz](mailto:Tim.Kelly@paradise.net.nz))

**Hutt Road Cycle path – Submission**

**33**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jonathan Kennett	Ngaio	The Kennett Brothers Ltd	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Don't know

**DO YOU HAVE ANY GENERAL COMMENTS?**

The proposed Hutt Road Cycle path will transform my daily commute into the city, making it both safer and more enjoyable. The existing path is simply not fit for purpose. It puts a growing number of users at risk, every day. I urge the Wellington City Council to solve this dangerous situation by building the proposed path as soon as possible.

**Hutt Road Cycle path – Submission**

**34**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Benjamin Burkhart	Newlands	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes

The standard for cycleways has been set by Enrique Peñalosa, mayor of Bogota, when he said "A bicycle way that is not safe for an 8-year old is not a bicycle way." As such there's a long way to go, though I appreciate that the council is doing what's doable at the moment.

(Yes, I know about the controversy about his PhD, but his quotes are good.)

Concrete comments.

1) Northern start

On the plans, the northern start of the cycleway is \*on\* the traffic island in the middle of the Ngauranga intersection.

Now nobody starts their ride there. That's simply because nobody lives on the traffic island.

So, everyone has to get there in some way.

This simple fact has been overlooked.

It seems that the planners imply that people will ride through traffic, or otherwise ride on the footpath, as we do now.

There is no comment on this issue anywhere, not even an "it's NZTA's road" or "we don't care" or "we've only been paid to look at this part", just nothing.

The lines of sight are also very bad around there.

A safe solution really has to be found for people on bicycles riding down the gorge and onto Hutt Road.

2) Parking enforcement

It is inevitable that drivers will ignore the road code and park on the human path.

Nothing has been written about this issue.

In the past I have never seen a single parking warden north of Thorndon Quay. Even the current clearway on Thorndon Quay only saw a little enforcement after a number of loud complaints from myself. In my view the council is dragging its feet on this issue.

Here again a quote from Enrique Peñalosa applies: "One symbol of lack of democracy is to have cars parked on the sidewalk."  
As such the council has to see that parking wardens are employed to keep the new path safe and free of cars. They tend to pay for themselves, so this should not be an issue; but it has to be planned for, and done. Also I'd like to see continuous yellow lines on the edge of the human path, away from the road.

3) Delivery drivers  
It happens very often that delivery drivers "park" their vans across human paths and any other accessible space, in the process blocking it and making it unsafe.  
This is another issue that the plans don't address at all.

4) Childcare centres  
I-kids seems to have no parking left at all. As much as I'd prefer parents to cycle with their kids, some will keep driving, and nobody wants to have any conflict around this.  
A small note "RESCIND ENCROACHMENT LICENSES" on a plan will not keep parents from parking their cars where no cars are meant to be.  
It will take some collaboration with the childcare centres, some serious education of driving parents, as well as real enforcement, to keep the human path free here.

5) Sign posts  
Somewhere in a textual description it is mentioned that all lamp and sign posts will be moved to the back of the human path. However this image on the WCC page shows parking signs right next to where bicycle handlebars move.  
<http://wellington.govt.nz/~media/your-council/projects/images/cycleways/ngauranga-to-city-centre/cycleway-with-clearway-content.jpg>  
Also, that black parked Mazda 3 has shrunk heaps from its real size.  
All up, I support the remake of Hutt Road of course.

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes

**DO YOU HAVE ANY GENERAL COMMENTS?**

**Hutt Road Cycle path – Submission**

**35**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nick Edwards	Other	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes, but please consider...(add comments)

The main issues I find currently are:

- the poles
  - the undulation of the lane where driveways have been built to allow access for cars across it
  - the danger posed by vehicles turning across the lane exiting and entering businesses
  - pinch points especially around La Cloche
  - The crossing next to the bus stop at Kaiwharawhara
  - the access outside
  - access onto the path travelling north
  - exiting the path travelling north
  - access onto / from the path to roads on the NW side of the road eg at Kaiwharawhara and Khandallah
  - the quality of the surface
  - the lack of lighting making dark clad pedestrians difficult to spot.
- Some of these issues are dealt with. Some are not. In particular the entry / exit and driveways issues are not addressed, and will lead to deaths if not resolved.

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes, but please consider...(add comments)

Access across the lane. Access to bus stops. Access to cross the road. Waiting while crossing the road.

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes, but please consider...(add comments)

Radical idea I know, but how about buying a building down at the bottom of Kaiwharawhara and another one at Ngauranga and building multistorey car parks? Drivers of cars that park there are given a daily bus pass that allows them to get into and out of the city. Get NZTA to properly upgrade the junctions to smooth access in all directions and you'll probably take another 800 cars out of the rush hour.

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes

**DO YOU HAVE ANY GENERAL COMMENTS?**

I really don't understand why the median strip is not being reclaimed to provide the extra space. The bike lane could either go in here with flyovers at the junctions, or a separate bike lane made in both directions on the main carriageway. With bikes on carriageway drivers are more aware of them. The existing plans will make bike travel quicker, and hence more dangerous where there is access from yards. Failing this, business owners should be forced to improve signage, visibility and access to show that cyclists have right of way, and that the stop lines are actually not on the edge of the road carriageway, but at the exit of the property onto the pedestrian area.

**Hutt Road Cycle path – Submission**

**36**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michael McKeon, KiwiRail		KiwiRail	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

**DO YOU HAVE ANY GENERAL COMMENTS?**





13 April 2016

Brett McPhedran  
Hutt Road Cycle Path Consultation (KCIF02)  
Freepost  
Wellington City Council  
PO Box 2199  
Wellington

Email: [huttrroad.submission@wcc.govt.nz](mailto:huttrroad.submission@wcc.govt.nz)

Dear Brett

**Proposed Hutt Road Cycleway – Consultation**

Thank you for the opportunity to comment on Wellington City Council's proposal to upgrade the existing shared path on the eastern side of Hutt Road into a two-way cycle path.

KiwiRail has an interest in this matter as a number of rail network maintenance and operations staff and contractors operate from the Kaiwharawhara Depot, which is accessed from Hutt Road. In the event of an incident on the rail network or an urgent call-out, it is critical our staff and contractors can enter and exit the depot on Hutt Road quickly and safely.

KiwiRail has serious safety and vehicle access concerns, the details of which are outlined below, and cannot support the proposal in its current form.

KiwiRail would appreciate the opportunity to further engage with WCC representatives and other key stakeholders to discuss these concerns and to investigate alternative options.

Safety of cyclists, pedestrians and vehicle users

At present, the high speeds of cyclists on the Hutt Road shared path, particularly at peak periods, presents a number of safety risks to pedestrians, people entering or leaving business premises, and people maneuvering or unloading goods on Hutt Road.

KiwiRail is concerned that the proposed cycle way will enable and encourage higher speeds by cyclists, thus increasing the risks outlined above. Whilst KiwiRail advocates safe driving practices at all time, we consider that the increased speed of cyclists would make exiting and entering the Kaiwharawhara depot in a vehicle more difficult and dangerous than present.

Traffic congestion

KiwiRail considers that the proposal to remove two lanes from the Hutt Road will lead to significant traffic congestion, particularly at peak times, which will further compromise the ability of KiwiRail staff, contractors and visitors to access the Kaiwharawhara depot. Access to and from the site is already challenging in peak times and there is a significant risk that the proposal will further impede access, thus compromising the ability of KiwiRail staff and contractors to access the rail network in a safe and timely manner. It is also not clear

whether the impact of this additional congestion on access to and from the Interislander ferry terminal has been adequately considered.

Alternative proposals

In the short term, KiwiRail considers that the relocation of street furniture to the unoccupied/western side Hutt Road, together with the introduction of measures to reduce cyclist speed around vehicle entrances and to segregate pedestrians and cyclists would deliver most of the benefits of the proposed scheme for significantly less cost, whilst avoiding the safety risks and congestion impacts noted above.

In the longer term, KiwiRail would encourage the Council to consider an option that delivers benefits to all transport users, property owners and businesses in the Hutt Road corridor. KiwiRail would encourage the Council to continue discussions with key stakeholders, including KiwiRail, to ensure a safe and viable solution can be developed that delivers value for money to the region.

Please note that KiwiRail would like to make an oral presentation to the Council committee in support of this submission.

Yours sincerely,



**Michael McKeon** | Network Services Manager Wellington Metro

Ph: +64-4-498 3000 (internal extn 44534) | Cell: +64-21-244 7777 | Fax: +64-4-498 2047

154 Hutt Road, Kaiwharawhara, Wellington, 6035 | PO Box 30-995, 5040, Lower Hutt, New Zealand



*Backbone of integrated transport networks*

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**Hutt Road Cycle path – Submission**

**37**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Cr Paul Bruce	Brooklyn	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes, but please consider...(add comments)

Adding the occasional rubber separator. You may be underestimating suppressed demand, and should allow for increased width of the cycle way by narrowing the traffic lanes, and removing more car parks. Shop customers should get used to using public transport

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes

Anticipate that the cycle lanes should be widened, and road lanes narrowed as we attract higher active modal share with the improvements.

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes, but please consider...(add comments)

Shops and service centres should encourage customers to use public transport or active modes with incentives/discounts, or provide off-street parking

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes, but please consider...(add comments)

But consider that if it becomes too popular and impinge on reliability of bus services, that may have to be raised to T3.

**DO YOU HAVE ANY GENERAL COMMENTS?**

The present facilities are appalling both for cyclists and pedestrians. The improvements planned will make a huge difference in safety and amenability, and should result in significant increase in mode share, taking more cars off the road, with benefits to everyone.

**Hutt Road Cycle path – Submission**

**38**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Boyden Evans	Kaiwharawhara	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes, but please consider...(add comments)

Delete the proposed T2 lane(s) and instead introduce a clearway. The number of buses using the road during mornings and evenings is not high and introducing a T2 lane seems unnecessary and a T2 lane will be difficult to monitor and police. There is no explanation in the proposal describing how the T2 lanes will be managed and if the Mana Esplanade is an example of how it would be monitored then it would be a costly exercise with no real benefits. A large number of trucks use the Hutt Road to access or egress the Cook Strait ferries and a T2 lane would undoubtedly cause difficulties with large southbound trucks having to change lanes to enable access to the ferry terminal. A southbound T2 lane would also cause problems for vehicles wishing to access or egress businesses on Hutt Road.

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes, but please consider...(add comments)

Given the predicted increase in cyclists the white line separation may only be a short term solution. Numbers of cyclists could increase to levels where a painted white line is inadequate separation and leave pedestrians vulnerable because of cyclists occ

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes

Given the issues that have occurred with the bus/cycle bypass design solutions in both Victoria Street and Island Bay the solution proposed here is also cause for concern. There is inadequate information and detail of how these will work and I am concern

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes

Removal of the light poles and other structures as proposed is an excellent solution and will remove hazards for cyclists and also improve the situation for pedestrians. However, the potential of cyclist/pedestrian conflicts could arise as noted above and so additional measures may be required. In addition, given the predicted increase in cyclists could result in conflicts between cyclists vehicles entering and leaving businesses along Hutt Road; give the nature of many of these businesses many of the vehicles crossing are slow moving trucks.

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

107

No

<b>DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?</b>
No

<b>DO YOU HAVE ANY GENERAL COMMENTS?</b>
<p>It is good to see WCC moving ahead with plans to improve movement through the city for all modes of transport. It is also very encouraging to see the Council putting considerable resources into cycling in particular and also to improving pedestrian movement and safety. The Hutt Road improvements will be another piece of the jigsaw in realising the Great Harbour Way concept. While most of the plan for the Hutt Road improvements are supported, the T2 lanes are not and should be deleted from the proposals. T2 lanes are unnecessary and will be costly to monitor. The width of the proposed parking spaces (which could occupy the clearway during off peak times) appear similar to those in Victoria Street. However, Hutt Road with a 60km speed limit (which is very poorly policed, many vehicles travel at far greater speeds) is a totally different speed environment to Victoria Street and drivers and passengers getting in and out of parked vehicles could be at risk. This aspect of the design needs to be reconsidered. As a resident of Rangiora Avenue I have observed a significant increase over the past 18 months in drivers who work in businesses on the Hutt Road parking in this very narrow street, which does not have any footpaths. The proposal looks as if parking for both workers in these businesses and also customers will be a significant issue and there has been inadequate consideration given in the proposal to solving this situation. Not only will parking pressure increase in Rangiora Avenue but the potential increase in the number of pedestrians using the Amritsar Street steps will face greater risks having to walk along the carriageway.</p>

**Hutt Road Cycle path – Submission**

**39**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris Heyhoe	Khandallah	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes, but please consider...(add comments)

I am a Builder who often has a trailer behind me pedestrians can stop quickly but bicycles cant and may themselves be travelling at 25kmph

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes, but please consider...(add comments)

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes, but please consider...(add comments)

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes

**DO YOU HAVE ANY GENERAL COMMENTS?**

I think the proposal to have bike traffic going both ways is the biggest issue bikes can be going 25kmph or more and take more time to stop than pedestrians. I suggest going east to west a 2m footpath for pedestrians only, then car parking on the street, then a bike lane for south bound bikes only like Thorndon quay so bike traffic is part of normal traffic, then T2 lane then median then north bound Std lane the T2 North then a bike lane for north bound Bikes. For me as a builder with a trailer on the back If I am in the median strip facing north and turning right into Placemakers it is not normal for me to have to look backwards through the parked cars to see if a bike is coming along the footpath travelling north. In any other road situation I am naturally looking at the south bound oncoming traffic waiting for a break to turn

into Placemakers. What you are proposing is not good traffic practice. I am also a keen cyclist but I always ride on the road not the footpath.

**Hutt Road Cycle path – Submission**

**40**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Patrick Morgan	Te Aro	Cycling Action Network	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes, but please consider...(add comments)

consider use of colour or texture to differentiate space for walking and cycling

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes

consider T3 rather than T2 to maximise the benefits for bus passengers

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes, but please consider...(add comments)

suggest T3 to maximise benefits to bus passengers

**DO YOU HAVE ANY GENERAL COMMENTS?**

Bring it on. This section has had a high crash rate and needs fixing. Please ensure heaps of public education as this project proceeds.



**Hutt Road Cycle path – Submission**

**41**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Brian Wolfman	Tawa	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes, but please consider...(add comments)

-Please paint priority markings across the driveways, so it's clear turning cars give way to cyclists and peds. This is the largest hazard of the current path at the moment.  
-Please move the parking time restriction elements of this project to another pr

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes, but please consider...(add comments)

Planters or other decorative barrier where space permits might be a nice addition.

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes

Making the T2 lanes into T3 in the future if general traffic in T2 lanes becomes an issue.

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes

Priority markings across side streets/driveways in the form of a raised table or other visual queue for turning drivers. This is the largest hazard on Hutt Rd path at the moment.

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes, but please consider...(add comments)

Moving the parking time restrictions to a separate project, so it doesn't create more opposition to this one.

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes, but please consider...(add comments)

Extending the peak time period if delays to buses result outside of the peak. Also consider a T3 lane in the future.

**DO YOU HAVE ANY GENERAL COMMENTS?**

Turning traffic into and out of side streets/driveways is the single largest hazard I face when cycling on Hutt Rd. Please address this in the final design with clear priority markings or raised tables. Also consider removing time restrictions for parking to a separate project, since it is not related to the walkway/cycle way itself.

**Hutt Road Cycle path – Submission**

**42**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David Tripp		Hutt Cycle Network	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

**DO YOU HAVE ANY GENERAL COMMENTS?**

# hutt cycle network

## Submission on the Hutt Rd Cycle Path and Associated Plans

April 2016

By David Tripp, on behalf of the Hutt Cycle Network.  
We would welcome the opportunity to comment orally on our submission.

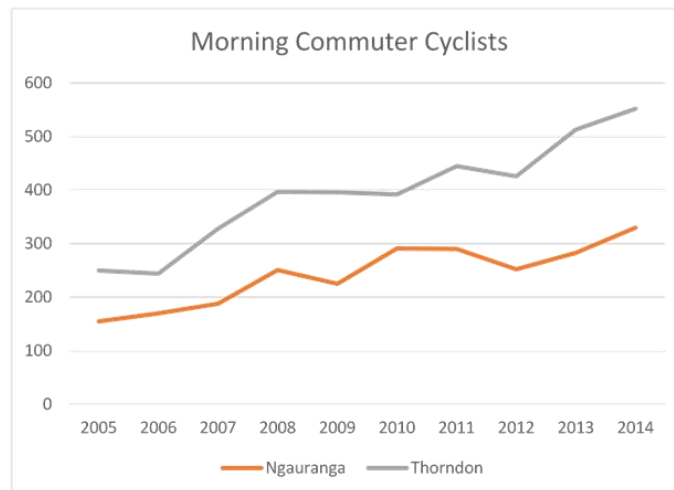
### **About The Hutt Cycle Network**

The Hutt Cycle Network is a collective of over 100 people wanting to improve cycle infrastructure in and to the Hutt Valley. We consider the option to be able to safely cycle around our city and our region is important for our health, our environment and our economy.

### **The Chase for Change**

We are submitting on the Hutt Road Cycle Path Consultation because many Hutt residents work in – and cycle to – Wellington on a daily basis. The following graph shows the average number of people cycling to Wellington between 7 and 9 am (source: WCC Transport Monitoring Surveys).

These numbers have doubled over the last 10 years, and now see well over 300 cyclists a day commuting from Hutt to Wellington. They are joined by a further 200 cyclists from Khandallah and Ngaio. The Hutt Road – Thorndon Quay route is most heavily used cycle route into the Wellington CBD.



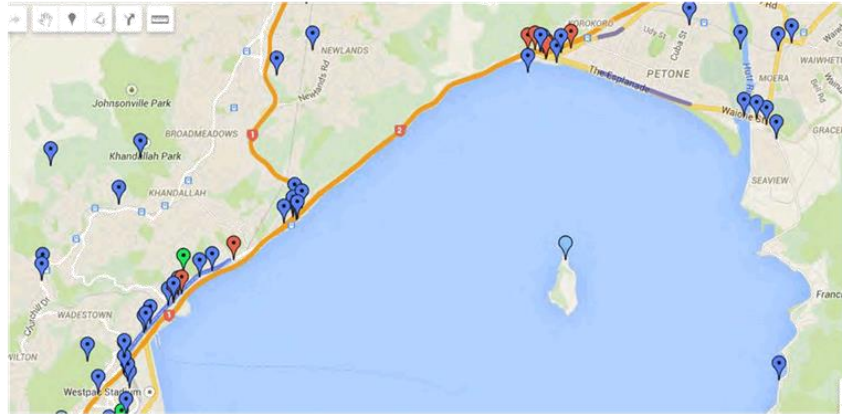
Despite this increased use, cyclists face significant hazards along this route, including:

- Poor surface
- Narrow sections
- Vehicles crossing into businesses
- Regular pinch points or obstructions (eg power poles in the middle of the footpath)
- Parked cars and vehicles unloading
- Close proximity of cyclists at speed with high pedestrian use



If cyclists use the road as an alternative they are faced with a poor road surface, no shoulder to bike on and proximity to fast, heavy traffic.

The danger and frustration of this cycle route is illustrated on the following “black spot” map maintained by Cycle Aware Wellington. Of note, the “motorway” from Ngauranga to Petone is preferred to the “cycleway” from Thorndon to Ngauranga.



Improved cycle infrastructure on this route has been the source of numerous plans and consultations over several decades, with no material changes. NZTA is evaluating options (again!) for a cycle path from Petone to Ngauranga. This is also necessary, but WCC progress on Thorndon to Ngauranga does not need to, and should not, wait for this.

#### ***The Potential for Growth in Cycling Numbers***

Approximate numbers currently on the Petone to Ngauranga corridor are:

- 33,350 motor vehicles per day each way<sup>1</sup>
- 9,000 people on trains per day each way<sup>2</sup>
- 400 cyclists per day (extrapolated from peak hour surveys)

These numbers exclude bus patrons. Assuming 1.2 people per car, and 85% of motorists continue into Wellington (rather than up Ngauranga Gorge), this gives 43,400 people travelling each way from the Hutt to Wellington per day. Cyclists therefore make up 0.9% mode share.

Christchurch has 7% cycling mode share. If this was achieved on the Wellington to Petone corridor, that would see 3,000 cyclists per day, each direction, on this route. Even a cycle mode share of 5% would see 2,170 cyclists per day – an increase of over 1,770 per day. (Note, NZTA has modelled the benefits of the Petone to Ngauranga seaward side trail on the basis of an increase of 100 cyclists each way per day).

Assuming this cycle growth to a mode share of 5% came pro-rata from motorists and rail commuters, this would see *1,160 less cars needing to be parked in Wellington each day.*<sup>3</sup>

Therefore, there is huge potential for an increase in cycle mode share, given the current trivial cycle mode share. This would make a significant reduction in the number of cars travelling into and parking in Wellington each day.

<sup>1</sup> 66,700 vehicles per day in 2007 in both directions, Page 14, SH2 Hutt Corridor Strategic Study, Transit NZ, 2010

<sup>2</sup> Ministry of Transport, The transport impacts of the 20 June 2013 storm, November 2013

<sup>3</sup> 34,000 people travelling by car and 9,000 by train implies 79% travelling by car. 1,770 extra cyclists would therefore be 1,400 less people (1,770 \* 0.79), which at an assumed 1.2 people per car is 1,170 fewer cars.

***WCC Hutt Rd Proposals***

We strongly endorse the Wellington City Council's plan. While there are many further improvements that would make the plans even more advantageous for cyclists, we consider the proposal a well-researched option synthesising many past studies, and one which carefully balances the potential benefits to cycling against the impacts on other interested parties.

***Comment on the Consultation Process***

This proposal flows from a number of former reviews investigating options for this route, and is consistent with the timing and broader context of other links along the Wellington to Melling corridor.

We complement Council on its consultation approach which has balanced full disclosure and careful engagement with the need to "get on with it" given repetitive investigations over many years.

We were impressed (if a little frustrated!) by council's insistence on discussing proposals with locally affected parties, prior to wider consultation with cycling interests.

***Outstanding Issues***

1. ***Vehicle Crossings.*** Vehicles crossing the current path constitute a constant danger to cyclists. Most cyclists report having had an actual collision or near miss on this route. It is a tragedy that cyclists continue to face these real risks on a daily basis. This is a real disincentive to other potential cyclists.

This route – despite the material improvements proposed – will stand or fall on the ability to further reduce the risk of vehicle crossings.

As detailed design progresses, we urge council to do more to further mitigate this risk, especially:

- Education aimed at regular drivers of vehicles crossing the path (eg non-public vehicles being driven by staff, etc)
- Signage, including electronic signage, at vehicle crossings of public vehicles (eg in retail businesses)
- Roading design and signage to encourage drivers to slow down, and to look south bound (vehicle traffic on the road comes from the north – drivers coming out of driveways often fail to check to the south).

***2. Interagency Coordination over the Whole Wellington to Melling ("Welly to Melly") Corridor***

The section of cycle path is one link on a critical cycle corridor that runs from Wellington to Melling. This path crosses a number of inter-agency boundaries. Current governance, design, timing, implementation and promotion is fragmented amongst these agencies.

This corridor is much more than the sum of its parts. A weak link anywhere will compromise the attractiveness and effectiveness of the whole route.

We urge the development of an interagency memorandum of understanding stating the objectives, design standards, and intentions for ongoing development and promotion of this route.

This cycle corridor has the potential to be a world-leading, iconic and scenic cycle corridor that sees a dramatic increase in cycle numbers and consequent decrease in traffic congestion and parking.

Without better coordination any agencies actions also have the potential to be the equivalent of building a bridge with a missing span.

**Conclusion**

This is the most commonly used cycle route into Wellington. For cyclists from the Hutt Valley there are no alternatives. It is a dangerous and frustrating route. Significant improvements would cost a fraction of the amount being spent on adjacent motorway improvements, would relieve motorist congestion, and would significantly improve the health of cycling commuters. Please get on with it.

**Recommendation**

The Hutt Cycle Network urges the Wellington City Council to:

1. Implement the proposed plans for the Hutt Rd Cycle Path
2. As detailed design work progresses, investigate and implement measures to further reduce conflict at vehicle crossings
3. Quickly move to improve overall governance, implementation and promotion of the Wellington to Melling Cycle Corridor ("Welly to Melly"), in conjunction with GWRC, NZTA and HCC.

**Hutt Road Cycle path – Submission**

**43**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Julian	Mount Victoria	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes, but please consider...(add comments)

Cars waiting to turn onto Hutt Road from Westminster St will have conflict with cyclists on the cycleway, so it is good that you accept that many cyclists will choose to cycle on the road. Similarly, cars exiting the Spotlight carpark are more dangerous to cyclists on the cycleway than cyclists on the road.  
It is good that you have removed the bus stop just north of Westminster St, so that cyclists don't have to deal with two hazards (1. Cars on Westminster St and 2. pedestrians waiting at the busstop) at once. Maybe a centre line down the middle of the cycleway would be good for keeping northbound and southbound cyclists out of eachother's way.  
There are very few pedestrians walking the length from Ngauranga to Kaiwharawhara, so cyclists may ride on the pedestrian path if there are fewer stones/debris there.  
Would be a shame to remove trees.  
Good to move the power poles to the other side of the road to make more room.  
Also good to move the carparks off the pavement onto the road.

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes



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DO YOU HAVE ANY GENERAL COMMENTS?

**Hutt Road Cycle path – Submission**

**44**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sam Somers	Newtown	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes, but please consider...(add comments)

Using the old Lifted Northbound Corridor on the Railway land from the Caltex Petrol Station to Aotea Quay as this will fully remove the Cyclists from the Hutt Road through that Kaiwharawhara Business area

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes

I support a integrated bus stop south of Kaiwharawhara road, but make use of the land there to have the buses fully pull off the road and back on, because in peal time T2 cars will be forced to wait behind a parked bus letting passengers on and off.

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

No

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

No

**DO YOU HAVE ANY GENERAL COMMENTS?**

121

**Hutt Road Cycle path – Submission**

**45**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ron Beernink	Other	Cycle Aware Wellington	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes, but please consider...(add comments)

Overall we very much agree with the design, but have set out a number of considerations in the provided written submission

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes, but please consider...(add comments)

There is a high number of people who park along the route and walk to the city. We suggest that the Council consider 'park-and-walk+cycle' facilities close to the Ngauranga Gorge and the bottom of the Ngaio Gorge.

Pinch points along the route need to be

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

Yes, but please consider...(add comments)

We suggest a raised barrier between the walking and cycling paths, and having the cycle path painted a distinct green. This will help to avoid walkers drifting on to the cycle path.

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes, but please consider...(add comments)

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes, but please consider...(add comments)

The situation at the driveways will need to be closely monitored as these are likely to be a continued risk, particularly with cyclists travelling at a faster speed on the improved path, and also reduced visibility for motorists because of cars parked on the street.

We also suggest that the Westminster Street intersection will continue to be of a risk to cars turning into this, and would like the Council to consider changing this from a street to a driveway to ensure a consistent approach with the rest of the route and other driveways.

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

Yes, but please consider...(add comments)

Our preference is for option A, which provides more space on either side of the driveways for motorists to use as a safe zone for entering or exiting the driveway, and also provides better visibility of cyclists.

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes, but please consider...(add comments)

We would like faster cyclists (including people on e-bikes) to be able to continue to use this lane, and have signs to support this.

**DO YOU HAVE ANY GENERAL COMMENTS?**

Overall we very much support the proposed design and feel that this will be a significant improvement to this highly used commuter route.

Hutt Road Improvements – Cycle Aware Wellington submission



**Cycle Aware  
Wellington**

www.caw.org.nz  
info@caw.org.nz  
(04) 934 8315 or 021 036 4443  
<https://twitter.com/CycleAwareWgtn>  
post office box: 27 120 Wellington

#### **Hutt Road Improvements – Cycle Aware Wellington submission**

We would like to make an oral submission. Please contact [ron.beernink@gmail.com](mailto:ron.beernink@gmail.com)

Cycle Aware Wellington is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we have worked constructively with local and central government, NZTA, businesses, and the community on a wide variety of cycle projects. We represent around 750 members and supporters.

#### **Key points of our submission**

- We welcome the planned improvements and strongly support the design
- We do favour option A as it avoids parking close to the driveways and ensures better visibility for motorists..
- We would like you to consider a few points such as monitoring the safety of the business driveways and speeds on the improved cycle path.
- We have also made some suggestions for similar consultation processes you run in future.

#### **We welcome the planned improvements and support the design**

Overall Cycle Aware Wellington strongly supports the proposed changes to the Hutt Road, which will result in a significant and long overdue improvement to this highly used commuter route. We also appreciate that it is difficult to come up with an ideal solution for this route, and recognise that even with the improvements there will be continued risks that may need further addressing over time.

What we particularly like about the proposed design is:

- Widening the shared path to ensure separated safe space for people who walk and cycle.
- Removing the car parks and the many lamp posts that currently make the path an unsafe and frustrating obstacle course.
- Ensuring a smooth surface for the shared path, including the area where the path has to cross the road at Westminster Street.
- T2 lanes that will encourage people to take the bus or share rides; reducing total volume of cars.

1

124

Hutt Road Improvements – Cycle Aware Wellington submission

### We would like you to consider the following points

There are no design aspects that we disagree with, but we would like you to consider the following for the detailed design and further potential improvements post the implementation.

#### Design for the business driveways

- Judder bars and new kerb design will help to some extent with making motorists stop / slow down before crossing the shared path.
- The increasing number of cyclists will create more of a challenge for motorists; judging a gap in the pedestrians and cyclists going both ways, and in the traffic. We agree that this should be monitored.
- The resolution document confirms that off-peak vehicle parking on the road close to the driveways will affect visibility of traffic for motorists entering and exiting. We agree that this is a high risk that needs close monitoring.
- We think the parking setback next to driveways should be increased as per option A, to improve visibility for drivers, pedestrians, and cyclists around these conflict points. This will also provide a safety buffer zone for drivers to sit before they exit or enter the driveway.

#### Design for the Westminster Street intersection

- Moving the bus stop will somewhat help visibility for traffic turning left in to Westminster Street.
- We however feel that this will continue to be a high risk area, particularly as motorists and cyclists do not always have a clear understanding of who gives way to who.
- With reduced parking on the Hutt Road, there is likely to be an increase in people trying to park in this street.
- Ideally there should be a right of way for cyclists and pedestrians, but we realise that current NZ traffic laws make this difficult.
- An option to consider is turn this street into a driveway so that there is a consistency with the rest of the route and the other driveways.

#### Keeping a physical separation between the pedestrians and cyclists

- Division between walking and cycling path should be a physical barrier (e.g. raised strip).
- The cycling path should look different, e.g. with lane markings, green colour.

#### Catering for faster cyclists

- Faster road cyclists and the increase in electric bikes may pose a danger to others on a shared walking and cycling path, and to motorists entering or exiting the business yards. This should be monitored. If speed proves to be a problem, a speed limit (eg, 30 km/hr) may be needed.
- Faster cyclists should be able to use the T2 lane, but signage may be needed so that motorists do not get frustrated / angry that these cyclists are not using the shared path.

#### Dealing with the pinch points along the route

- Keeping to a 5 metre width to provide 3 metres for cyclists and 2 metres is important for the

2

125

Hutt Road Improvements – Cycle Aware Wellington submission

whole route, including some of the existing pinch points.

- We assume this allows for a safety buffer from doors opening of cars parked along the road.
- The plan appears to cater for this by for example reconfiguring the kerb or taking up extra land on the eastern side of the path. This should not be compromised on.

**Catering for people who currently park on this route to walk or cycle into town**

- We agree that the overall approach is consistent with the Cycling Framework and the corridor transport hierarchy.
- However, we support all forms of active transport and would like to have seen you explore options to allow people to continue to park on the outskirts of the city and walk or cycle from there.
- You might consider 'park-and-walk+cycle' facilities close to Ngauranga Gorge and at the bottom of Ngaio Gorge.

**Safe crossings for cyclists and walkers at the Ngauranga intersection**

- Although not explicitly stated in the design document, we understand from your engineers that all crossings will be light controlled and synchronised.
- The synchronisation should allow cyclists to carry on across the intersection, both for going to the Hutt Valley and up the Ngauranga Gorge.
- We suggest that the website explains how this project ties into the separate improvements for the Ngauranga Gorge and the new sea-side shared path to Petone.

**Suggestions regarding the consultation process**

In general the website is set out nicely, and the video is fantastic. We also appreciate the effort put into earlier engagement with interest groups like ourselves, and the public 'open day' sessions.

We do feel that there is further opportunity to improve the public consultation process.

- Ensure that people understand the motivation for the change. In particular, the objectives and principles, and how these were considered for the earlier options analysis and design process.
- Provide clear references and explanation of related projects.
- Show examples, either from here in NZ or from overseas, where a similar design approach has been successfully applied for this type of high-use commuter route alongside a heavy industrial area and busy arterial route.
- Ensure that all the information and the design documentation is easily consumable by the public.
- Rather than an 'open day', or as part of it, have a facilitated meeting where the proposal is explained and everyone can hear each other's concerns and the answers. Similar to the meetings that were held a couple of years ago at the start of the citizens' advisory panel / consultation for the Berhampore–Newtown cycle route.

Nā mātou noa, nā Cycle Aware Wellington

3

126

**Hutt Road Cycle path – Submission**

**46**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew Gane	Kaiwharawhara	Individual	Yes

**DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?**

Yes, but please consider...(add comments)

the parking effect on Rangiora Ave

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?**

Yes, but please consider...(add comments)

cyclists tend to speed past bus stop

**IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?**

No

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?**

Yes, but please consider...(add comments)

**DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?**

Yes, but please consider...(add comments)

cyclists need to slow down and be aware of pedestrians

**DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?**

No

**DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?**

Yes

**DO YOU HAVE ANY GENERAL COMMENTS?**

172 parks reduced 73 means those 92 lost car parks will park in Rangiora Ave. We do not have off street parking and it is already difficult to park.