

# Petition: Officers' Response

**Title:** Improve public access between the Railway Station and Harbour Quays across Waterloo Quay

**Primary Petitioner:** Sarah McMillan on behalf of BNZ  
**Total Signatures:** 903 (via ePetition)

**Presented by:** Paul Barker  
**Contact officer:** Steve Spence  
**Director responsible:** Derek Fry

## Officers' recommendation:

Officers recommend that the Committee:

1. Receive the petition and refer it to officers to inform their work

## Background:

The ePetition "Improve public access between the Railway Station and Harbour Quays across Waterloo Quay" was initiated by Sarah McMillan on behalf of BNZ on 4 July 2012 and closed on 18 July 2012.

The petition was open to all members of the public with internet access to the Council's website. It received 903 signatures.

The following information was included in the ePetition:

*There is an increasing number of people working in the Centreport business park.*

*We would like the Council to consider improving public access in this area. BNZ has a vested interest in a solution, as we have circa 1200 staff based in our BNZ Harbour Quays building. The safety of our people is paramount.*

*Background information: At present, it takes 6+ minutes for the lights to change outside Harbour Quays - and there is no weather protection. Not only is this a health risk (umbrellas don't stand a chance in the Wellington wind), we're also aware, anecdotally, of several individuals being hit by cars due to jaywalking.*

*When it's windy and wet, it's not practical for individuals to expose themselves to the elements for 6+ minutes. As mentioned above, Jaywalking has been the unfortunate outcome.*

## Officers' response:

Waterloo Quay is a main transport arterial feeding the city from the north. The road carries approximately 30,000 vehicles per day. As part of the development of Harbour Quays and the increase in Cruise Ships being berthed along Aotea Quay, Council has invested in a significant upgrade of Waterloo Quay including a high quality walkway on the eastern side of the road.

In recent years Council has also improved pedestrian crossing facilities over Waterloo Quay at the intersection of Kings Wharf and at Hinemoa Street.

Waterloo Quay has 4 signalised intersections with a 5<sup>th</sup> being proposed at Cornwell Street as part of the port upgrade

A recent survey of pedestrian activity over 1 hour in the evening peak showed that 239 pedestrians crossed Waterloo Quay between the BNZ building and the vehicle entrance to Platform 9 while 105 crossed at or near the pedestrian crossing at Kings Wharf.

This survey confirms that currently the strongest desire line for pedestrians is from the BNZ complex to the central island immediately south of the right turn lane and then on to Platform 9.

An examination of the crash record for the most recent five year period shows that there have been 2 reported pedestrian crashes between Bunny Street and Hinemoa Street. Both crashes involved pedestrians crossing from the BNZ side of Waterloo Quay towards Platform 9.



**Photo: Waterloo Quay looking north. BNZ complex to the right with the entrance to Platform Nine to the left**

In the fullness of time the Harbour Quays development is proposed to have its main pedestrian route through Kings Wharf rather than the existing limited facilities further north at Hinemoa Street. Equally land on the western side of Waterloo Quay has been identified as a development site, the recently installed signals at Kings Wharf have been designed to cater for a side road to serve Platform 9 and adjacent developments.

As there is still significant development to take place off Kings Wharf there is light demand on the traffic signals which therefore change infrequently. Upon receiving this e-petition Council altered the setting of the signals to now have a maximum wait time for pedestrians of 120 sec during peak traffic flow period. This is a big improvement on the previous maximum wait time of 180 sec during peak times.

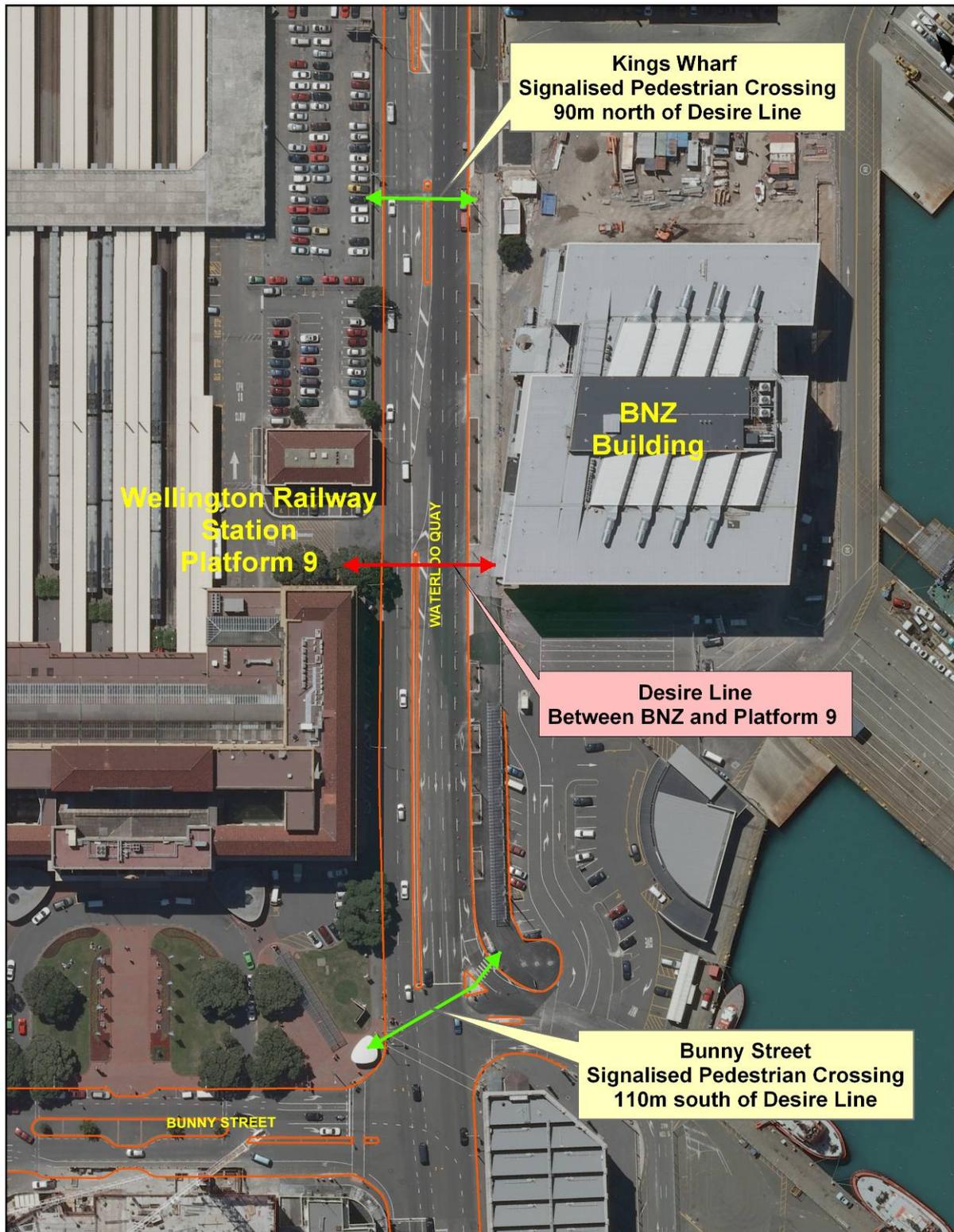
Officers are able to install pedestrian weather protection on the eastern side of the Kings Wharf crossing, but the footpath width on the western sides preclude us from being able to provide any shelter.

Most pedestrians that cross mid-block choose to do so in line with the southern side of the BNZ building as this offers some protection in the middle of the road on the median island, however crossing at this location means that visibility of approaching vehicles is limited by the planting in the rain garden. We have arranged for the vegetation to be cut back and the screens protecting the planting from wind removed..

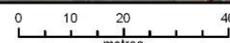
Consideration has been given to installing a signalised pedestrian crossing on the observed pedestrian desire line, however this has been discounted given the proximity to the adjacent crossings and the cost of installation of over \$200,000.

At a future point the main entrance to the railway station will be via Kings Wharf which will then be more attractive to all those walking to and from Harbour Quays and the railway station.

Officers will offer to work with the BNZ to provide advice to staff at their Harbour Quays complex on pedestrian safety.



**Waterloo Quay**



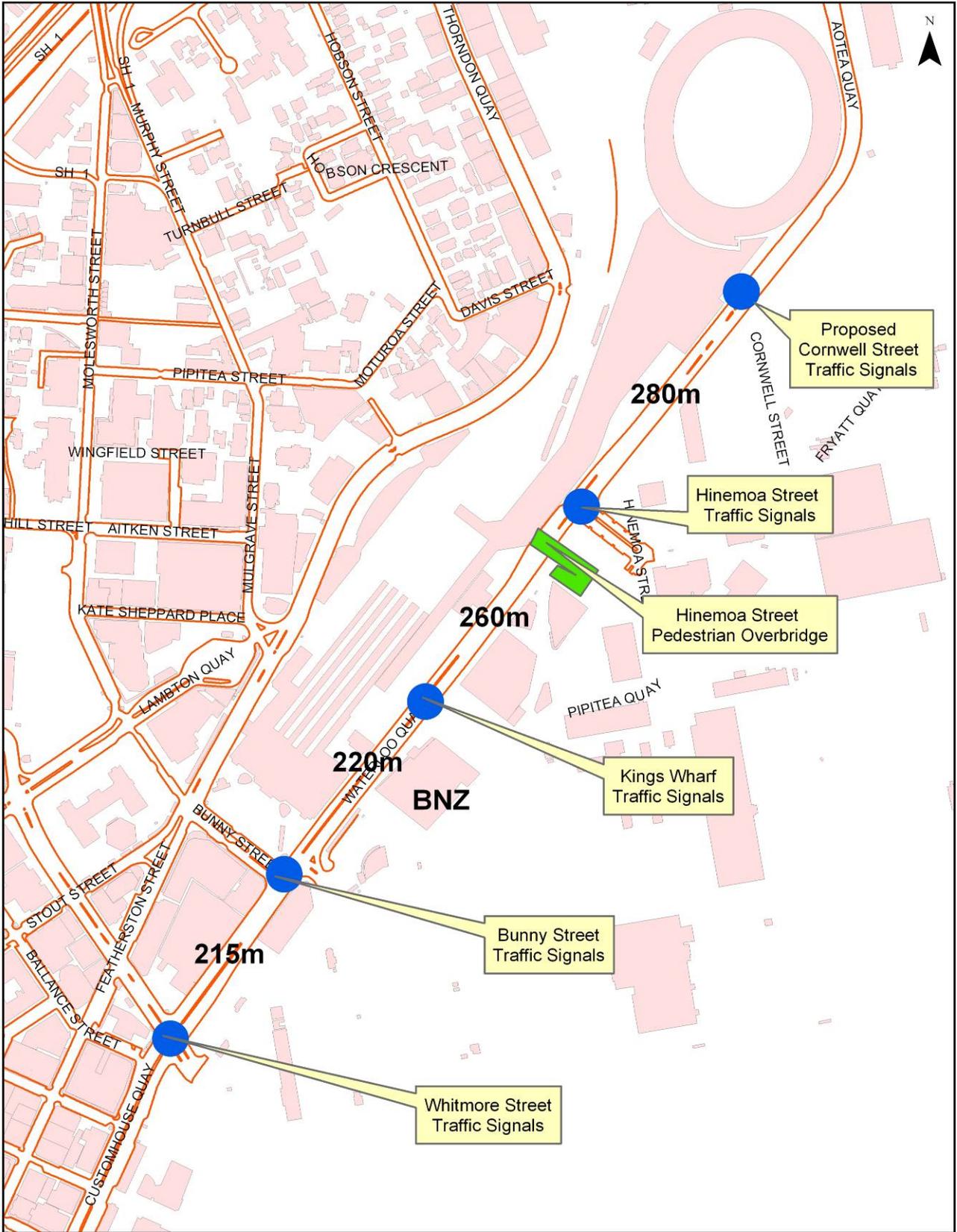
Scale 1:1,200

Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.

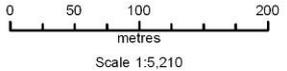
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Wellington City Council  
101 Wakefield Street  
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4  
AUTHOR: barker\_p  
DATE: 31/08/2012  
REFERENCE:





**Waterloo Quay**



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