

Reference: TR 79 – 16

Location: Garrett Street – Te Aro

Proposal: Bike Parking Corral

Information: Wellington City Council (WCC) is working to make walking and cycling safer and more convenient.

The demand for bike parking in Wellington has become higher with cycling becoming an increasingly popular way to get around places in Wellington.

Bike parking has been provided in various locations in the central city. However, there are certain locations where the provision has failed to cope with the growing demand. As a result, people with bikes have been locking up their bikes against posts and other street furniture on the footpaths, sometimes obstructing the pedestrian thoroughfare. Many people with bikes may choose not to shop in certain areas where they are unable to find a suitable bike parking facility.

Currently, there is no bike parking formally provided on Garrett Street, south of Glover Park. Thirteen on Garrett, a café located on Garrett St, has requested Wellington City Council to investigate the possibility of an on-road bike parking corral at this location.

Initial investigation by Council officers identified some footpath space along the edge of Glover Park that could be used for new bike stands. However, further observations on site confirmed that it would be ideal to have bike parking located on the road instead of footpath as Glover Park has become an increasingly popular space for people to gather. A lot of people choose to sit along the side of the gardens. From an urban design perspective, bike stands on the footpath will seem intrusive to the current environment of Glover Park and reduce the effective space where people are enjoying.

Bike parking corrals are new for Wellington; however they have been widely implemented in many cycle-friendly cities in the world. They provide an opportunity to promote local business with bike accessibility to enhance street and neighbourhood identity. It also provides an opportunity to promote cycling as a sustainable transport mode.

In New Zealand, there has been a bike parking corral trial undertaken in Auckland in 2013. Some key findings from the post-implementation report are:

- There are overall more people cycling to the area now than there were prior to the infrastructure being installed.
- Over time, there is a case for the bike parking corral to generate even more cycling trips from the immediate area.
- Expenditure generation estimates show that the bike parking corral frequently generates greater expenditure than its use as a car park.
- It is expected that as greater take-up of cycling occurs and the bike parking corral becomes more fully occupied the expenditure it is able to generate will more consistently exceed that which was generated by the use of the space for car parking.
- The community are generally behind the bike corral project, supporting the notion that the Road Controlling Authority should be pursuing this type of infrastructure to inspire greater bike use.

Based on the above analysis, Council officers propose to create a bike parking corral outside 13 Garrett Street. The facility will replace one existing P120 Pay & Display car park. Five bike stands will be installed and it will allow ten bikes to be parked.

There will be seven P120 car parks remaining on Garrett St. The two existing loading zones will remain unchanged. Over 70 spaces are available in nearby commercial public car parks. They are all within a walking distance that is less than a minute.

Early engagement with the adjacent businesses has achieved positive outcome. A total of 18 signatures have been received from over 8 different adjacent businesses in support of the idea.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 3 May 2016 |
| 2) Feedback period closes. | 20 May 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 30 June 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Garrett Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Southwest side, commencing 69 metres from its intersection with Cuba Street (Grid coordinates $x= 1748648.6$ m, $y= 5427105.4$ m), and extending in a north-westerly direction following the kerbline for 23.5 metres. (4 parallel parking space)</i>

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Garrett Street	<i>Parking place in the form of bicycles only parking – at all times</i>	<i>Southwest side, commencing 69 metres from its intersection with Cuba Street (Grid coordinates $x= 1748648.6$ m, $y= 5427105.4$ m), and extending in a north-westerly direction following the kerbline for 6.0 metres.</i>

Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Garrett Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Southwest side, commencing 75.0 metres from its intersection with Cuba Street (Grid coordinates $x= 1748579.9$ m, $y= 5427137.4$ m), and extending in a north-westerly direction following the kerbline for 17.5 metres. (3 parallel parking space)</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Prepared By: David Huang
Approved By: Steve Spence

(Cycling Projects Engineer)
(Chief Transport Advisor)

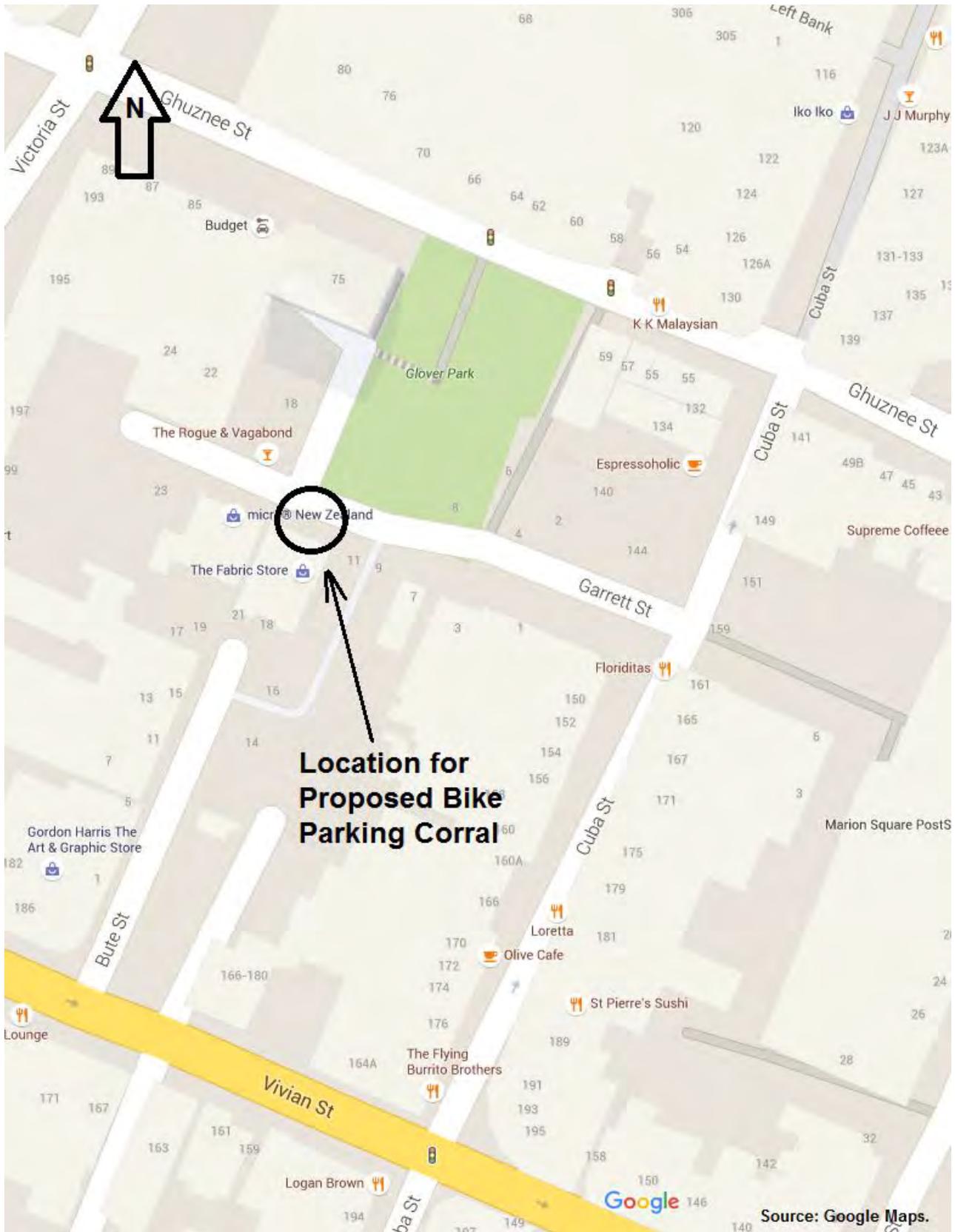
Date: 19/04/16

WCC Contact:

David Huang
Project Engineer
Transport Network Improvement
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 830 1248
Email: david.huang@wcc.govt.nz

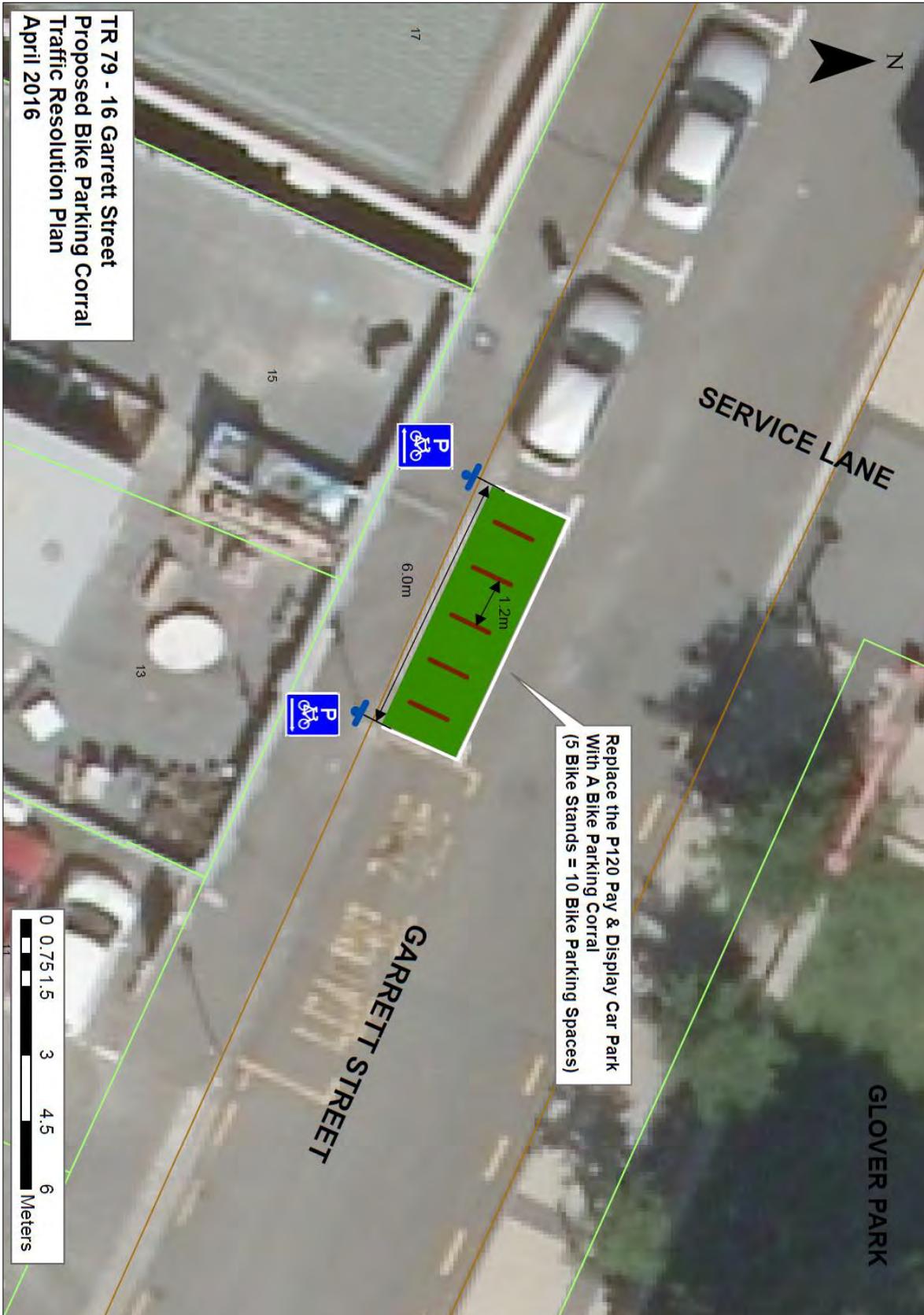
PROPOSED TRAFFIC RESOLUTION

Locality Plan:



PROPOSED TRAFFIC RESOLUTION

Traffic Resolution Plan:



FEEDBACK RECEIVED

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