

Have your say

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# Love the Bay

## Delivering on the Cycleway

Consultation open from 31 July to 13 August 2017

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# Introduction

After the Love the Bay community-based design project, four design options for the Island Bay Parade and cycleway are open for public consultation from 31 July 2017 to 13 August 2017.

The four design options incorporate extensive community engagement, the outcomes of the Love the Bay project to date, transport engineering practice, NZTA guidelines and council strategies, including the Urban Growth Plan, Cycling Master Plan and Framework and Long Term Plan. This document contains summaries of each of the designs:

- **Option A** - roadside cycle lane - Original layout with enhancements
- **Option B** - one-way separated kerbside cycleway - road level - current layout with enhancements
- **Option C** - one-way separated kerbside cycleway - above road level
- **Option D** - one-way separated kerbside cycleway - above road level, with angle parking

Each design summary includes an indicative cost for implementation. These costs are estimates for the purpose of guiding your preference and will be refined once detailed design is completed. The costs reflect community feedback to address safety concerns, environmental considerations, landscaping and broader urban design opportunities along the length of The Parade.

Go to [wcc.govt.nz/theparade](http://wcc.govt.nz/theparade) to find further information about each of the options, frequently asked questions, and information about other designs that were considered.

Tell us what you think by **9pm, Sunday 13 August 2017**. This will be your last opportunity to have a say on your preferred option for The Parade. You can give feedback online at [wcc.govt.nz/theparade](http://wcc.govt.nz/theparade), email your thoughts to [theparade@wcc.govt.nz](mailto:theparade@wcc.govt.nz) or post the enclosed form to us (no stamp needed).

## What's happening now?

We are asking you to give feedback on the designs by either selecting your preferred design OR ranking one or more of the designs in order of your preference. The results will feed into recommendations being prepared by Council officers for consideration by Council (Mayor and councillors) on 14 September 2017. It is expected that Council will determine a final outcome for the cycleway design at this meeting. This consultation is the last opportunity for the public to have a say on their preferred option.

The designs will also be on display at the Love the Bay drop-in shop at 132 The Parade throughout the consultation period (31 July-13 August).

<b>Monday</b>	4pm-7pm
<b>Tuesday</b>	11am-4pm
<b>Wednesday</b>	11am-7pm
<b>Thursday</b>	9am-3pm
<b>Friday</b>	closed
<b>Saturday</b>	10am-4pm
<b>Sunday</b>	closed

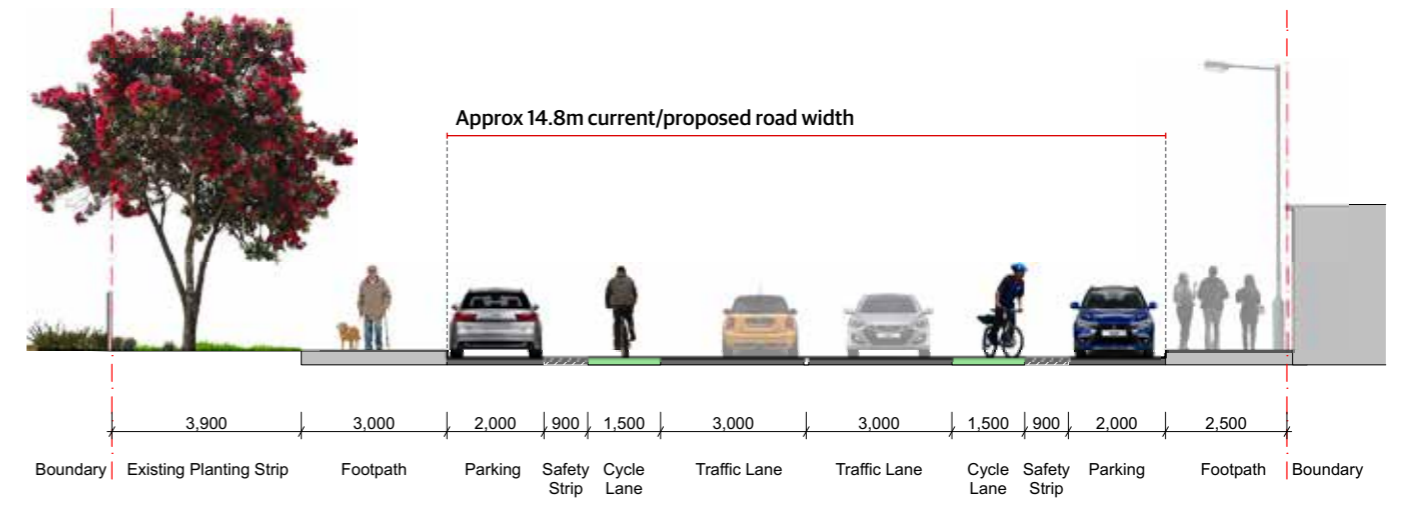
Councillors will be on site at the shop at appointed times if you would like to discuss your preferences with one of them directly. Visit [wcc.govt.nz/theparade](http://wcc.govt.nz/theparade) to see when councillors will be in attendance, frequently asked questions, detailed design reports, or to make an online submission.

While we encourage and appreciate comments and discussion on social media, these will not be taken as formal submissions. Please also make a submission online at [wcc.govt.nz/theparade](http://wcc.govt.nz/theparade) or using the enclosed paper form to ensure your view is heard.

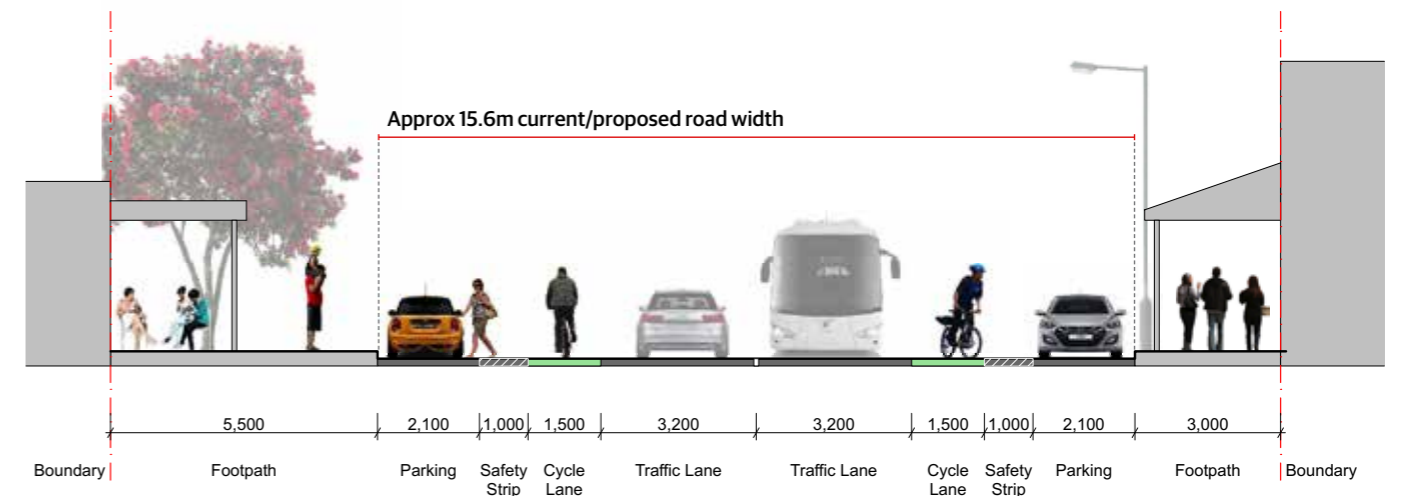
# The Designs

## Option A - Roadside cycle lane - original layout with enhancements

### Residential zone - looking north



### Business zone - looking north



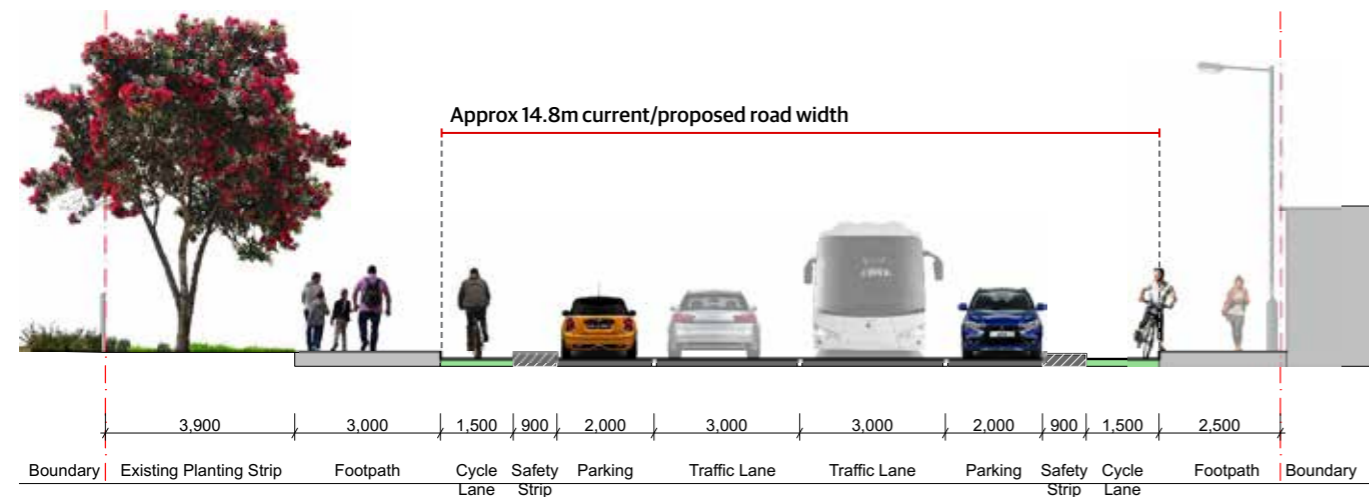
Prior to the construction of the Island Bay Cycleway, The Parade south of Medway Street had kerbside parking, a roadside cycle lane, and traffic lanes separated by a central flush median. Option A proposes a design that, as close as safely possible, reflects this. Changes have been made to reflect the requirements of the 2016 post-construction safety audit and peer review, and newer NZTA and engineering safety guidelines. It is these requirements that preclude a return to the exact original design. Changes also extend the cycle treatment along the length north of Medway Street to the Dee Street roundabout. No reduction in the current pedestrian footpath width is expected.

This option requires the conversion of the angle parking to parallel parking within the business area between Medway Street and Avon Street, and removal of the flush median. Removal of some 40 parking spaces in the residential area is designed to address the safety issues identified with visibility and vehicle manoeuvring to and from The Parade at driveways. Within the business area, the conversion to parallel parking will remove some 17 spaces in order to support a consistent cycleway design along The Parade. The indicative cost for Option A is \$4.1 million.

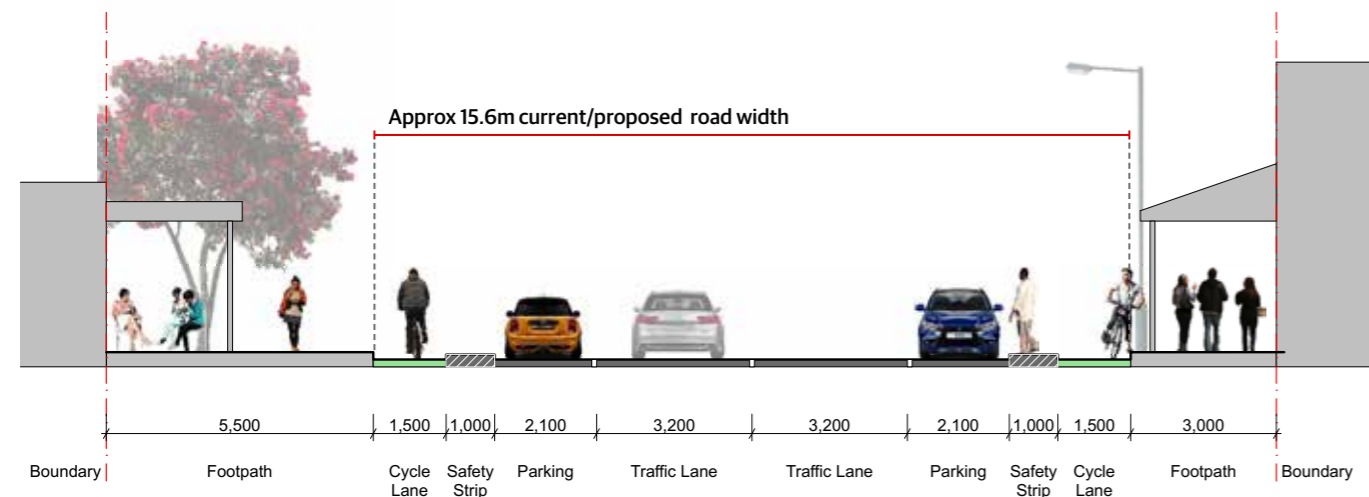


## Option B - One-way separated kerbside cycleway - road level - current layout with enhancements

### Residential zone - looking north



### Business zone - looking north

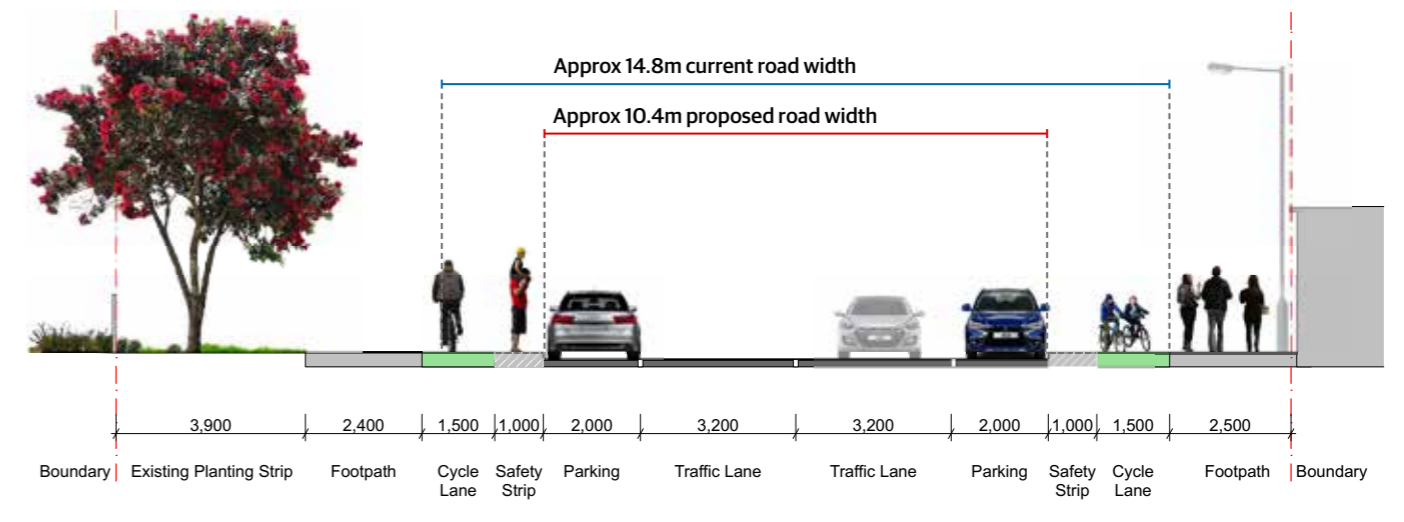


This option retains the current layout of a kerbside cycleway at road level. Design refinements include a raised concrete traffic island between the cycleway and parked vehicles and extension of the cycle treatment along the entire length of The Parade to the Dee Street roundabout. No reduction in the current pedestrian footpath width is expected. Removal of some 40 parking spaces in the residential area is designed to address the safety issues identified with visibility and vehicle manoeuvring to and from The Parade at driveways.

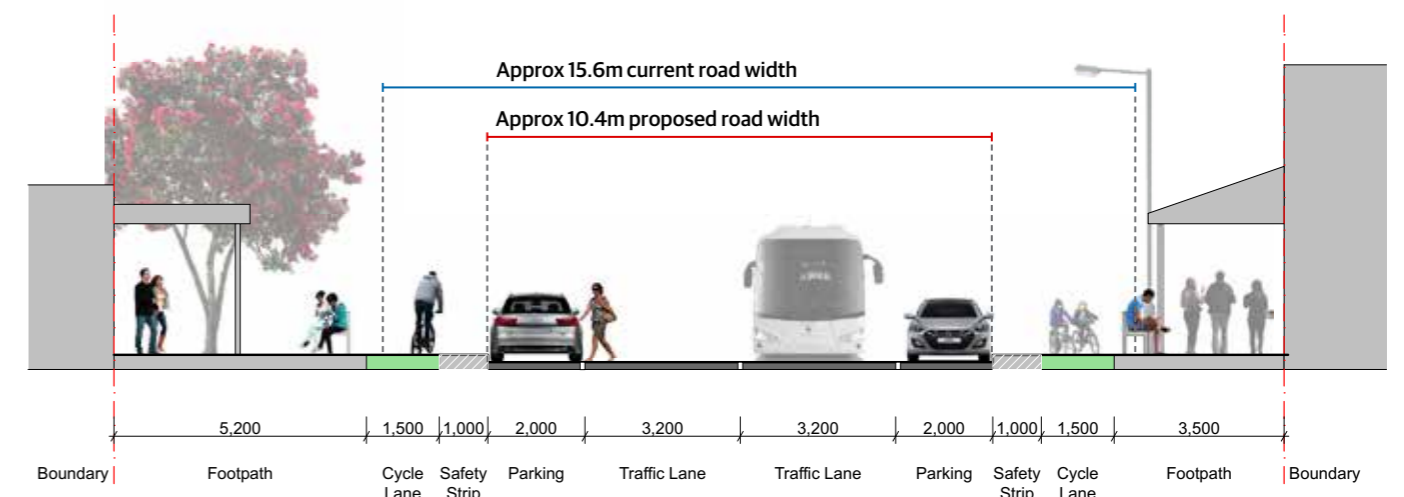
This option requires the conversion of the angle parking to parallel parking within the business area between Medway Street and Avon Street, and removal of the flush median. Within the business area, the conversion to parallel parking will remove some 17 spaces in order to support a consistent cycleway design along The Parade. The indicative cost for Option B is \$5.2 million.

## Option C - One-way separated kerbside cycleway - above road level

### Residential zone - looking north



### Business zone - looking north

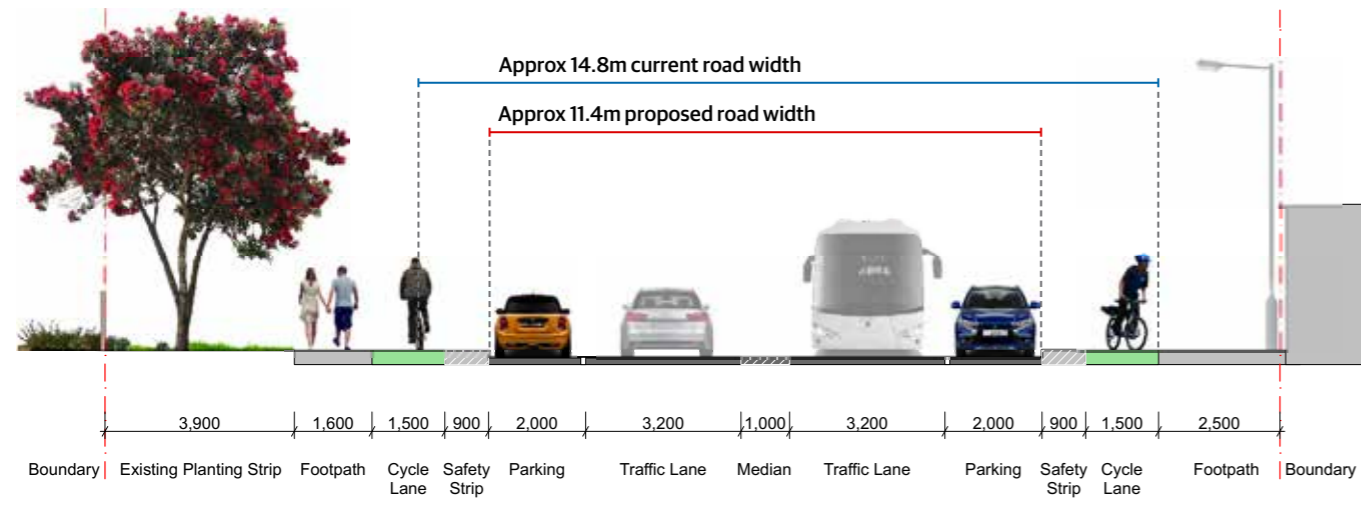


This option also provides a separated kerbside cycleway, with the cycleway above road level, either at mid-height between the roadway and footpath or at footpath level. A kerb will separate the cycleway vertically from the roadway (and footpath if at half-kerb height), and horizontal separation for cyclists from parked vehicles is provided by a 1m safety strip. Extension of the cycle treatment along the entire length of The Parade to the Dee Street roundabout is proposed. Removal of some 40 parking spaces in the residential area is designed to address the safety issues identified with visibility and vehicle manoeuvring to and from The Parade at driveways.

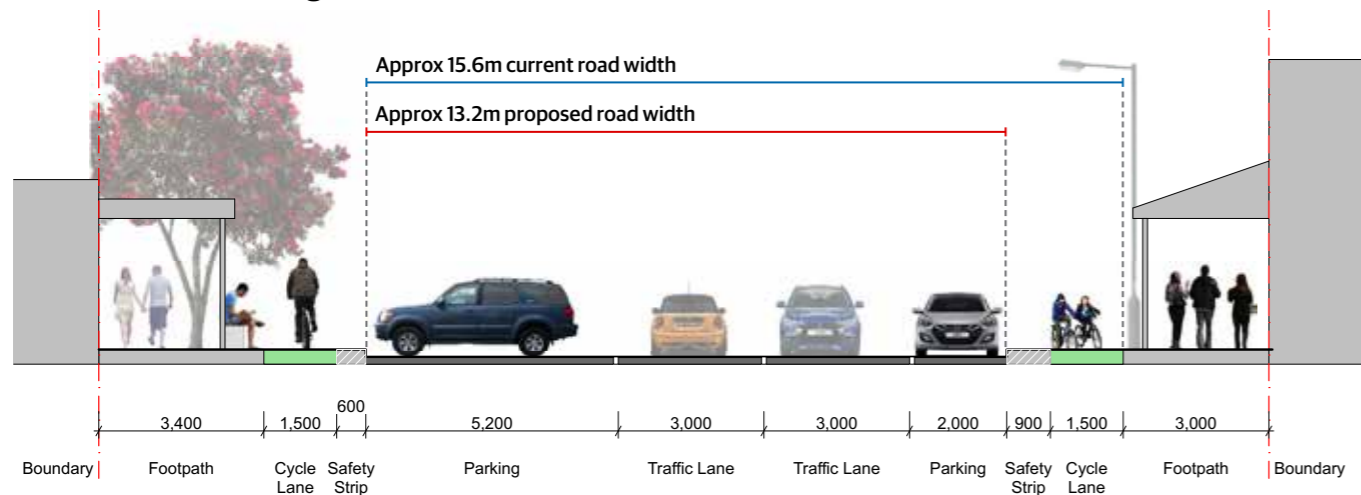
This option results in a reduction in the existing pedestrian footpath width to 2.4m on the west side of the residential area. Within the business area, the west side pedestrian footpath reduces to 5.2m width, the east side increases to 3.5m width. This option requires the conversion of the angle parking to parallel parking within the business area between Medway Street and Avon Street, and removal of the flush median. Within the business area, the conversion to parallel parking will remove some 17 spaces in order to support a consistent cycleway design along The Parade. The indicative cost for Option C is \$6 million.

## Option D – One-way separated kerbside cycleway – above road level, with angle parking

### Residential zone – looking north



### Business zone – looking north



This option is similar to Option C, providing a separated kerbside cycleway, with the cycleway above road level (either at mid-height between the roadway and footpath, or at footpath level). A kerb will separate the cycleway vertically from the roadway (and footpath if at half-kerb height), and horizontal separation for cyclists from parked vehicles is provided by a 900mm safety strip (600mm at the angle parking area). Extension of the cycle treatment along the entire length of The Parade to the Dee Street roundabout is proposed. Removal of some 40 parking spaces in the residential area is designed to address the safety issues identified with visibility and vehicle manoeuvring to and from The Parade at driveways.

This option retains the existing eastern footpath width. This option results in a reduction in the existing west side pedestrian footpath width to 1.6m, and provides a 1m flush median between traffic lanes within the residential area. Within the business area, the west side pedestrian footpath reduces to 3.4m width, and the majority of the western kerbside angle parking remains between Medway Street and Avon Street. Within the business area, two parking spaces will be removed. The indicative cost for Option D is \$6.2 million.

### Where did these designs come from?

All of the feedback obtained through the Love the Bay drop in sessions, workshops and other channels were used to develop a set of design statements describing what is important to the community and how people interact with The Parade. Along with engineering best practice, the design statements were used to develop these design options. The designs retain the current layout with refinements, return to the previous layout with refinements and introduce two other options. Refinements to the current and previous cycleway designs have been included to address safety and broader urban design ideas arising from urban design and engineering practice as well as community input.

The high level designs here are intended to convey the general layout of the road. During the community feedback process a number of issues have been raised, including parking, locations of bus stops and costs for each design. Given their significance, these topics are more fully discussed online at [wcc.govt.nz/theparade](http://wcc.govt.nz/theparade). Detailed designs for the entire length of The Parade will be developed after the Council decides on an option.

### What happens next?

The results of this consultation will be presented to the City Strategy Committee on 14 September 2017. The Council (Mayor and Councillors) will consider the consultation feedback along with the outcomes

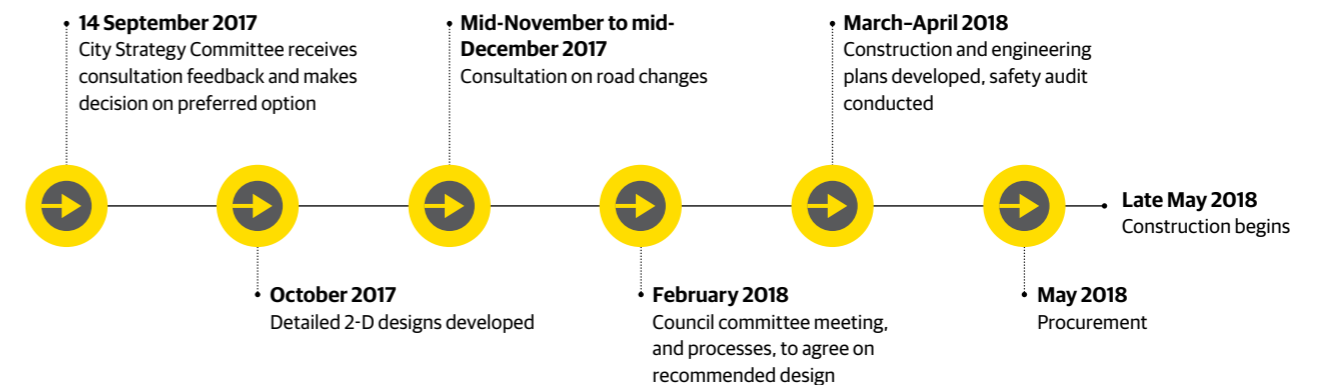
of the Love the Bay process, NZTA guidelines, budgetary implications and council strategy when making their decision.

The Council will then agree on the preferred option with the intention for implementation to begin in spring 2017. Implementation will require detailed design and construction plans for the entire length of The Parade. Regardless of the option chosen on September 14, when making changes to the road layouts like this, the detailed plans must also be consulted on and then approved by the Council. The diagram below outlines the indicative timeline to undertake design and construction. We will endeavour to bring this forward where possible and to consider a staged approach for different sections of The Parade.

### How will the outcomes of this consultation be used?

This consultation is to provide qualitative and quantitative feedback to help the Council understand the views held by the people of Island Bay and Wellington. The submissions will be analysed, including by location, to develop a more complete picture of public preferences. The outcome of the consultation will be independently collated and analysed by the Council's Research and Evaluation team. The consultation feedback will inform the final report on the Island Bay Parade and Cycleway to be deliberated by Council on 14 September 2017.

### Indicative timeline



**Privacy**

All submissions (including name and contact details) are provided in their entirety to elected members. Submissions (including names but not contact details) will be made available to the public at our office and on our website. Personal information will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington, with submitters having the right to access and correct personal information.

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**Contact Person** - Phil Becker, [theparade@wcc.govt.nz](mailto:theparade@wcc.govt.nz), 04 499 4444, [wcc.govt.nz/theparade](http://wcc.govt.nz/theparade)