

**Reference Number:** TR117-17

**Location:** Lombard Street & Bond Street - Te Aro, Wellington

**Proposal:** Proposed Shared Zone at all times.

**Information:** Background to the Shared Zone.

The key objectives for the Shared Zone project in Lombard Street and Bond Street, instigated by the Urban Design team, was to reduce vehicle dominance, traffic speeds and create a pedestrian friendly space by converting the Lombard Street and Bond Street east roadway to a shared pedestrian and vehicle surface, integrated with Denton Park green space and the nearby retail space. This project aligns with the Central City Framework (2013) and aims to increase patronage to the area.

Lombard Street and Bond Street are predominantly used as service lanes and access to the Lombard car parking building and nearby private car parks. Despite providing a key pedestrian network connection between Cuba, Manners and Victoria Streets, these areas primarily cater to vehicles. Pedestrian and cycle facilities are currently limited and of a poor standard.

Long Term Plan deliberations in 2015 agreed \$1.5m funding to undertake a streetscape upgrade project in the 2016/17 financial year. Recently funding was increased to \$3.025m to extend delivery of the project to Bond Street east. The project aims to create a new attractive streetscape and greenspace for the city while improving the interface with adjacent streets.

The project supports future development in the area, including the 1,500 sqm of new retail and commercial space currently being developed on the corner of Manners and Victoria Streets by Cook Strait Properties.

## Development of the Shared Zone

Shared spaces are slow speed environments where pedestrians have the right of way. Creation of shared pedestrian and vehicle spaces typically involve removing the delineation between footpath and road so that users can share the space. This involves removing kerbs to create a single level of paving across the full width of the space. Signs, barriers, bollards and road markings used to manage vehicle and pedestrian traffic are kept to a minimum. This creates a level of uncertainty, particularly for vehicle users.

Uncertainty creating a level of caution is an important part of the shared space ethos. Drivers tend to be more cautious and reduce speed when entering a zone without traditional roading environment cues. In this way, shared spaces encourage both motorists and pedestrians to slow down, engage with their surroundings more carefully and acknowledge other users. This is believed to lead to shared space streets often becoming safer environments.

Where shared spaces have been introduced overseas, city streets have

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been reclaimed as high quality spaces that attract more people. Benefits include:

- more space for pedestrians to move, sit and relax
- more space for outdoor activities such as dining and events
- increased flexibility in the use of the street environment for a range of activities
- traffic reduction and calming, whilst still retaining access for traffic
- the creation of attractive destinations for people to visit, spend time in and shop
- the creation of more vibrant street areas that can better support local businesses and attract long-term investment.

The Lombard Lane project aims to increase pedestrian amenity, reduce vehicle dominance and provide more space for outdoor activity. Design elements such as a specific paving palette, street furniture and planting give the space a sense of intimacy and provide a different visual language to the adjacent traffic dominated streets and encourage slower vehicle speeds. While it is proposed that signage clearly identifies either end of the shared space, all other signage and street markings will be kept to a minimum.

Bond Street has been designed so that, if they feel more comfortable doing so, pedestrians may walk along 'accessibility zones' that are located either side of the street (Victoria to Lombard Streets) or on the northern side of Bond Street (Lombard to Cornhill Streets). These zones are free from street furniture and parked vehicles.

The Lombard Lane project shared-use space has been designed to support a variety of outdoor activities to enliven the area. Activities could include casual seating, busking or music activities, festivals, markets and outdoor exhibitions.

## Proposed Traffic & Parking Control Changes

The traffic resolution is required for the following changes:

- Convert Lombard Street and Bond Street east (between Victoria Street and Cornhill Street) to a shared-use zone.
- Public vehicle access will be maintained to the northern part of the lane to allow continuing operation of the Lombard car parking building.
- Signage to be installed at either end of the shared-use route to identify that public are entering/exiting a shared-use zone.
- There are no alterations planned to the layout of existing loading arrangements on Bond Street and these controls will continue to operate.
- No changes are proposed for Cornhill Street or the private laneway on the southern side of the Lombard car parking building.

Previous traffic resolution TR 70-17 approved an additional loading bay on Cornhill Street. Removal of all associated signage and markings related to the loading zone in Lombard Street

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## Road Safety Audit Findings

A road safety audit has been carried out in May 2017 of the detailed design. Safety issues have been raised that have been addressed in the design.

The key issues raised in the audit were:

- The risk of cars u-turning or reversing for long distances from the end of Lombard Street as there is insufficient space to turnaround;
- The risk of bus manoeuvring and reversing in Bond Street; and
- Minor concerns around detailing of surface finishes and wheel stops.

Each of these issues have been addressed by providing signage or changes in surface areas.

No safety audit findings have influenced changes to the original traffic and parking controls for Lombard Street and Bond Street.

The traffic engineers also raised concerns which have been addressed through design changes.

- Ensure clear signage from Victoria Street;
- When project is launched, consider additional temporary signage at Victoria Street until people have become familiar and comfortable with how the shared space operates;
- Enforceable parking restrictions (white/yellow lines);
- Ensuring wheel stops, if required, are clearly visible;
- Install bollard or similar at Cornhill St/Lombard St intersection;
- Liaise with parking building owner to encourage speed reduction for cars entering and exiting the building;
- Undertake second safety audit post construction;

## Consultation

Consultation to be undertaken with surrounding residents and tenancies (including the entire surrounding block).

Consultation was also undertaken with the adjacent tenancies about use of their rear loading docks.

### **Key Dates:**

- |  |                   |
|--|-------------------|
| 1) Advertisement in the Dominion Post Newspaper                            | 25 July 2017      |
| 2) Feedback period closes  | 11 August 2017    |
| 3) Report sent to City Strategy Committee for approval                     | 14 September 2017 |
| 4) Feedback may result in further consultation or amendment as appropriate |                   |

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## Legal Description:

*Add to Schedule B (Shared Zone) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bond Street</b>	<i>Shared Zone at All Times</i>	<i>From its intersection with Victoria Street to its intersection with Cornhill Street. (96.88m)</i>
<b>Lombard Street</b>	<i>Shared Zone at All Times</i>	<i>From its intersection with Bond Street to its intersection with Manners Street. (82.21m)</i>

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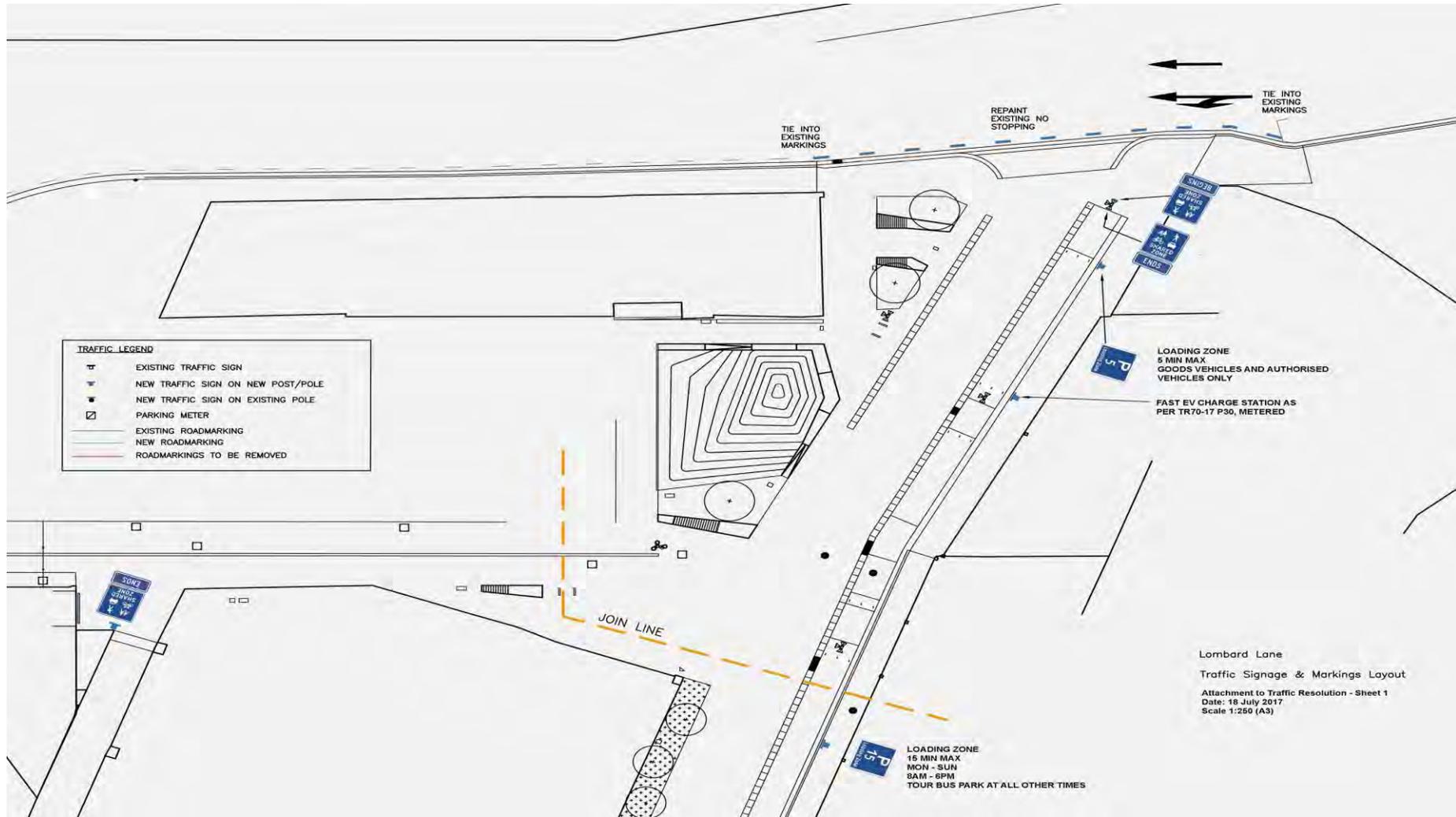
Approved By : Steve Spence (Chief Transport Advisor)

Date: 18 July 2017

### **WCC Contact**

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# PLAN 1



# PLAN 2

