
REPORT 4
(1215/52/IM)

THORNDON QUAY – PROPOSED PARKING CHANGES

1. Purpose of Report

To seek the Committee's approval to implement a number of parking changes along Thorndon Quay to improve safety for cyclists.

2. Executive Summary

In December 2009 officers reported to Strategy and Policy Committee (SPC) on a range of options to improve cycling along Thorndon Quay. The Committee agreed to proceed with a traffic resolution for a clearway between 7am and 9am in the southbound traffic lane to address the majority of reported cycle crashes.

Affected parties have been notified of the proposed clearway, with a small number of objections received.

In the light of the significant benefits for cyclists and the limited opposition to the scheme it is recommended that SPC confirms the proposed parking changes.

3. Recommendations

Officers recommend that the Committee:

1. *Receive the information.*
2. *Agree to recommend to Council that it:*
 - (a) *Approves a number of parking changes to give effect to a clearway on the southbound lane of Thorndon Quay as shown in Appendix 6 of the report.*
 - (b) *Approves a change to 19 parking spaces on the southern side of Thorndon Quay at the western end from 90 minute maximum to 10 hour maximum.*

4. Background

In December 2009 the SPC elected to proceed with a traffic resolution to implement a parking clearway on the southbound side of Thorndon Quay between 7am and 9am Monday to Friday. (Appendix 1, December 2009 report, Appendix 2, December 2009 decision).

The proposed clearway would provide a greater margin between cyclists and turning vehicles and address the majority of the reported cycle crashes.

During March 2010 affected businesses along Thorndon Quay were notified of the proposal and given an opportunity to provide feedback (Appendix 3). During this time a number of cyclists also took the opportunity to show their support for the proposal (see Appendix 4 - summary of submissions and Appendix 5 - copy of all submissions).

5. Discussion

There is considerable support for the introduction of a clearway in the southbound direction for the benefit of cyclists. Of the 163 submissions received, 143 indicated they were in full support of the proposal while a further 11 had either conditional support or did not make a comment.

There were only 9 of the 163 submissions that objected to all or part of the proposal.

The table below provides officers response to those submissions that opposed the proposal:

Submitter	Basis of submission	Officers Comments
#1 Resene Paints Ltd	The proposal will affect business by restricting ability for customers to access parking	Resene are on the southern side of Thorndon Quay and will not be affected by proposed clearway. Customers that park on the northern side will still be able to access the loading zone near Bordeaux Bakery and use the proposed pedestrian crossing
#37 Marilyn Baker	Commuters will have no on street parking opposite Davis Street.	On street central area parking for commuters or residents is not a Council priority. All day parking is being provided on southern side of Thorndon Quay near Tinakori Road

#74 Sam Jennings	Suggests that clearway will adversely affect business and suggests that Aotea/Waterloo Quays is a better route	The clearway will contribute to a reduction in the number of cycle related crashes. Even with an alternative route along the Aotea and Waterloo Quays there will continue to be a large number of cyclists that choose to travel along Thorndon Quay
#113 The Thorndon Centre Ltd	Most of the issues relate to the location of bus stops and the proposed pedestrian crossing.	Officers have met with Mark Turner and have resolved his concerns.
#119 Greg Dunn	Commuters will have no on street parking opposite Davis Street. Suggests that cyclists could travel between footpath and parked cars	This is an expensive proposal to maintain kerbside parking for commuters. On street central area parking for commuters or residents is not a Council priority. All day parking is being provided on southern side of Thorndon Quay near Tinakori Road
#123 Brad Naylor	As a resident of Thorndon Quay, submitter parks in 10hour spaces opposite Davis Street	On street central area parking for commuters or residents is not a Council priority. All day parking is being provided on southern side of Thorndon Quay near Tinakori Road
#137 Lou Bettle	Residents will have visitor parking restricted. Commuters will have no on street parking opposite Davis Street. Suggests that cyclists could travel between footpath and parked cars. Does not believe cyclist need the proposal.	This is an expensive proposal to maintain kerbside parking for commuters. On street Central area parking is not a priority for commuters or residents. All day parking is being provided on southern side of Thorndon Quay near Tinakori Road
#138 City Timber	The clearway will affect ability of customers to access business.	A loading zone will enable customers to park legitimately during the period of the clearway.
#159 Vaughan Renner	Commuters will have no on street parking opposite Davis Street.	On street central area parking for commuters or residents is not a Council priority. All day parking is being provided on southern side of Thorndon Quay near Tinakori Road

The table below provides officers responses to those submissions that are supportive of the clearway conditional on other changes being made to the proposal:

Submitter	Basis of submission	Officers Comments
#14 Handy Rentals Ltd	Vehicles left on street overnight will have to be left in angle parking spaces on the southern side. Large vehicles will not fit in parking spaces.	Handy Rentals Ltd will be given an exemption to allow them to park parallel in the angle parking spaces until 8am.
#163 Woolstore Management Ltd	This is a detailed submission, generally supportive of clearway but objects to all of the carparking opposite being converted to 10hour commuter parks as they believe this will affect the ability for customers to find a park.	It is proposed to reduce the amount of parking being converted from 90min to 10hr

6. Conclusion

The notified traffic resolution has drawn significant support and a small number of objections.

Five of the nine objections relate to the 10 hour commuter parks opposite Davis Street. These parks have been made available to commuters as there is little demand from retail or commerce, However the Council policy for on street parking in the central area does not give priority to commuters or residents. Therefore their submissions should be given a low weighting.

The remaining objections can be managed or overcome as part of the project.

Contact Officer: *Paul Barker, Safe and Sustainable Transport Manager*

Supporting Information

1) Strategic Fit / Strategic Outcome

The proposals support the Council's Transport Strategy outcomes that Wellington will be pedestrian and cycle friendly, more sustainable and healthier.

2) LTCCP/Annual Plan reference and long term financial impact

The project is contained in the Council Plan # CX112. the recommended clearway and associated pedestrian crossing has been budgeted for in this years programme

3) Treaty of Waitangi considerations

N/A

4) Decision-Making

This is not a significant decision.

5) Consultation

a) General Consultation

All affected parties have had an opportunity to submit on the Traffic Resolution as is required under the Wellington City Council Bylaw.

b) Consultation with Maori

Mana whenua were not be consulted separately.

6) Legal Implications

There are no legal implications

7) Consistency with existing policy

This report focuses on a key outcome identified in the city's Cycling Policy.

It is also consistent with other Council policy including the Parking Policy, Walking Policy, Open Spaces Access Plan, SaferRoads/Neighbourhood Accessibility Plans, the Bus Priority Programme, the Footpath Management Plan, and the Climate Change Action Plan.

APPENDIX ONE

'Thorndon Quay – Proposed Cycle Improvements'

**Report to the Strategy and Policy Committee
on 3 December 2009**

REPORT 4
(1215/52/IM)

THORNDON QUAY – PROPOSED CYCLE IMPROVEMENTS

1. Purpose of Report

To provide Committee with a range of options for consideration to improve the safety of cyclists travelling between Kaiwharawhara and the Central Business District (CBD).

2. Executive Summary

In October 2008 officers reported to Committee on the proposed Cycling Policy, the report included a recommendation to investigate the conversion of Thorndon Quay to a peak hour, peak direction cycle lane, with consultation in early 2009 and report back before June 2009.

The Committee amended this recommendation and sought a further report outlining the options for Thorndon Quay.

This report presents options and recommends consultation be carried out on the preferred option of a morning peak clearway using the southbound lanes of Thorndon Quay.

3. Recommendations

Officers recommend that the Committee:

- 1. Receive the information.*
- 2. Agree that the long term option for cycling between Kaiwharawhara and the Central Business District is via a new shared footpath along Aotea and Waterloo Quays as part of the Great Harbour Way.*
- 3. Agree that the long term option for Thorndon Quay is for dedicated bus/cycle lanes.*
- 4. Agree that in the interim officers proceed with consultation on a traffic resolution for a 7-9am weekday clearway on the southbound lanes of Thorndon Quay and the associated parking changes. This is to include a new pedestrian crossing on Thorndon Quay, approximately midway between Tinakori Road and Davis Street.*

4. Background

Councils' 1994 Transport Strategy identified a key goal for the city was to provide a cycle route between the CBD and Petone. In 1995 the first stage of this was put in place by designating the Hutt Road footpath between Thorndon and Ngauranga as a shared cycle facility.

In 2000 Council funded an upgrade of the then impassable and disused cycle track between Horokiwi and Ngauranga. This provided a cycle way at minimal cost but is still substandard in width and poses difficulties for northbound cyclists.

In 2001 Council agreed to consult on proposed alterations to Thorndon Quay to facilitate a dedicated cycling facility. This proposal drew many submissions from Thorndon Quay businesses concerned about the removal of 40 carparks along the 1.3km length of Thorndon Quay. As a result of the submissions Council did not proceed with the proposed changes.

In 2002 Thorndon Quay was resurfaced. The opportunity was used to alter the roadmarking layout. The traffic lanes were narrowed and an edgeline installed. This provided an enhanced buffer area between angle parked cars and the traffic lane for cyclists to use.

Cycle Aware Wellington (CAW) has continually advocated for improvements to cycle provision along Thorndon Quay. In 2005 they set as one of their strategic objectives to work with Council to reduce risk to cyclists along Thorndon Quay.

In April 2007 Council agreed in principle to a citywide programme of bus priority measures that included bus lanes on Thorndon Quay. When introduced these will also provide benefits to cyclists.

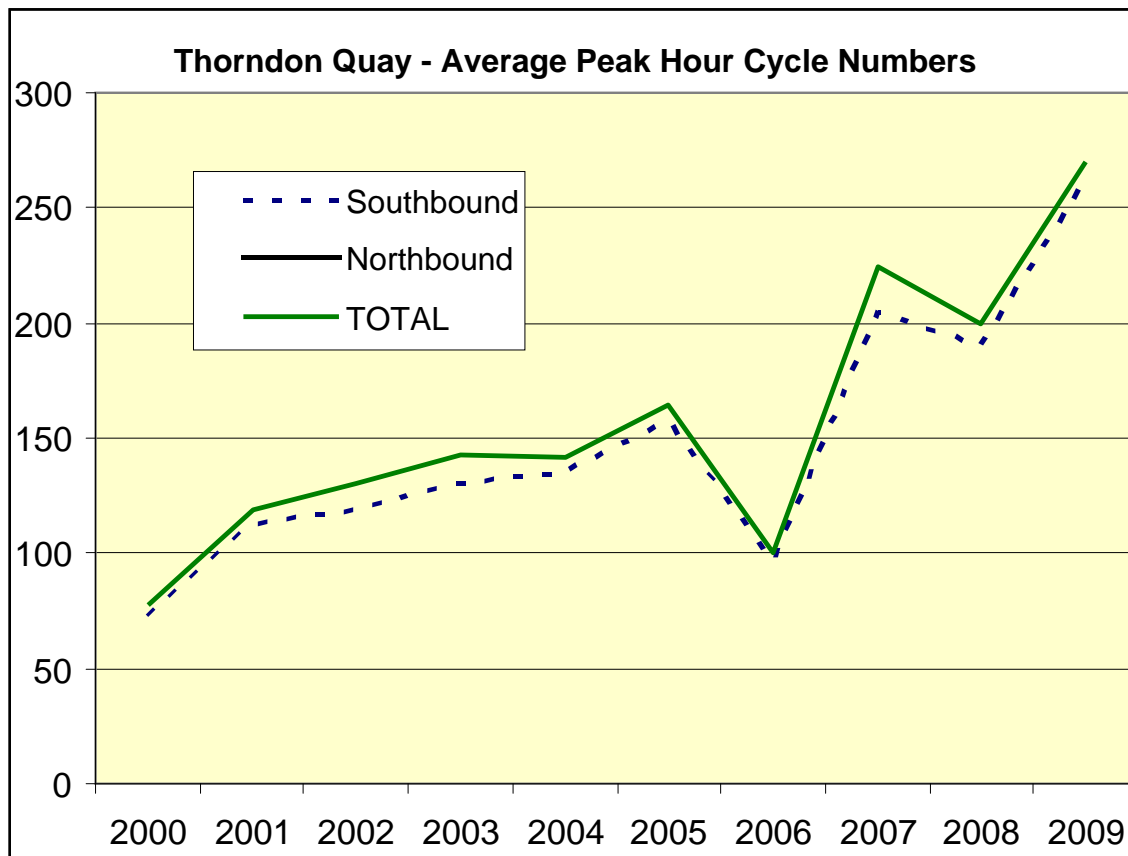
In November 2008 Council adopted a Cycling Policy that has a strategic intent to make cycling in Wellington safer and more convenient for those that choose to cycle. There are also a number of objectives applicable to Thorndon Quay:

1. To improve cycle safety throughout Wellington
2. To improve convenience of cycling in Wellington
3. To improve the experience of cycle trips to and from the central area

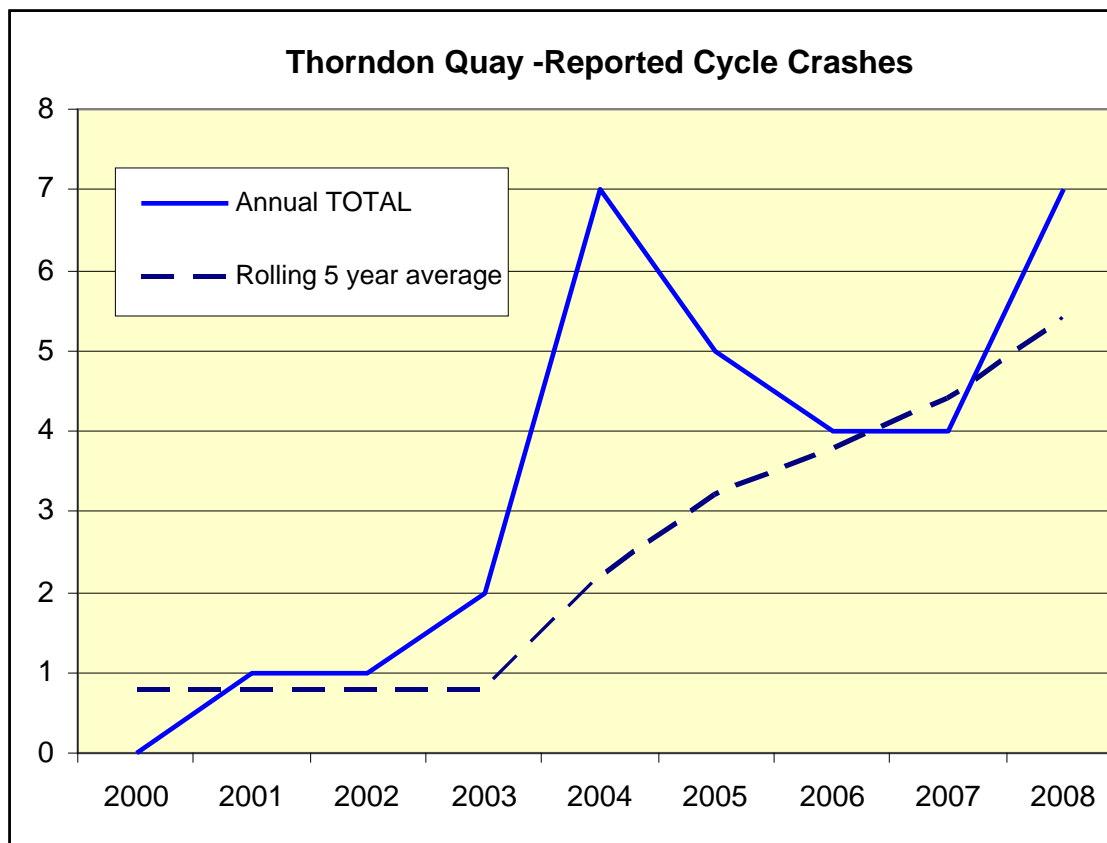
Under each of the relevant objectives there are a number of actions required to assist in achieving the objective. Council prioritised these actions with the following being high priority.

- Improving difficult and dangerous parts of the road network
- Providing clearways and bus lanes as a mechanism to establishing a citywide cycle network

Over the last ten years commuter cycle numbers on Thorndon Quay have almost quadrupled as can be seen in the graph below. This is consistent with other parts of Wellington City where we have seen a large uptake of commuter cycling.



Reported crashes involving cyclists travelling on Thorndon Quay have also increased. The graph below shows that they have risen from no reported crashes in 2000 to 7 in 2008. More important is the rolling five year average which takes out the statistical yearly aberrations and clearly shows an emerging trend of poor safety since cycle provision on Thorndon Quay was last considered.



A detailed look at cycle crashes on Thorndon Quay over the five year period 2004 to 2008 shows that over 1/3 of all reported crashes involve a cyclist while 2/3 of injury crashes involve cyclists.

The majority of cycle crashes occur in the southbound direction between 7 and 9am.

Reported Crashes Thorndon Quay 2004-2008

	All Crashes	Cyclists only			
		All Cycle Crashes	Southbound 7-9am	Northbound 4-6pm	Other times
Injury	35	26	17	3	6
Non-Injury	40	1	1	0	0
Total	75	27	18	3	6

5. Discussion

5.1 Options for consideration

There are a number of options for improving the cycle trip between Kaiwharawhara and the CBD.

- Status Quo – Cyclists continue to use the space behind the angle parked vehicles on Thorndon Quay
- Change Thorndon Quay parking - one side angle the other side parallel
- Clearway – Parking stays as is, but no stopping in peak hours

- Bus Lanes – Parking changes to parallel both sides with two traffic lanes plus two full time bus/cycle lanes
- Widen footpath – create a shared pedestrian/cycle facility on the Thorndon Quay footpath.
- Redirect all cyclists to Aotea and Waterloo Quays
- Create an off road facility through the rail yards.

Each of these options are explored below.

5.2 Status Quo

It is possible to leave the parking arrangements as they are, improve signage, and perhaps use coloured surfacing. However with Thorndon Quay being the busiest cycle commuter route into and out of the CBD and one of the worst performing in terms of reported crashes, we will continue to receive criticism and requests from users and transport agencies for better cycle facilities.

5.3 Change Thorndon Quay Parking

If parking was altered, changing one side from angle parking to parallel parking it would free up 2.5m of road space. That space could be dedicated to cyclists, however this will require a reduction in the number of parking spaces.

This option was proposed in 2001. It provides the best overall option for full time cycle lanes while maximising parking numbers, however there will still be a net loss of 40 parking spaces. At the time it was previously considered the Committee felt that the loss of parking spaces outweighed the benefits to cyclists. Since then we have seen a two fold increase in cycle numbers and an eight fold increase in reported crashes.

The cost of implementing this option is estimated at \$10-\$20,000. This cost includes the removal of a significant amount of road marking and a new layout installed.

While this option gives cyclists a useful dedicated facility, we can expect the concerns of those businesses that submitted in 2001 to still be raised. It is therefore not recommended to go back to the same community with the same proposal that was considered unacceptable eight years ago.

5.4 Clearway

A clearway in peak times would provide an enhanced facility for a significant number of cyclists and addresses the majority of reported crashes. The clearways could also provide sufficient space for peak hour bus lanes. Outside peak hours parking would revert to the current arrangement and cyclists using Thorndon Quay would have the use of the current arrangements.

Cycle crashes on the south bound lanes between 7-9 am account for 18 of the 27 reported crashes.

A morning clearway from 7-9am on weekdays for city bound traffic will affect 218 parking spaces of which 127 are 90min maximum parks, 82 are 10 hour long stay commuter parks, eight 15min loading zones and one motorcycle space. Surveys undertaken of the occupancy of these spaces shows that between 7-9 am there is little use with a maximum of 54 spaces being occupied at 8.50am and 35 of these being the 10 hour commuter spaces.

A clearway would require the few drivers that are using these spaces to visit premises to park on the southern side and cross the road on foot. An additional pedestrian crossing is proposed to assist in safely crossing the road.

A clearway in the evening peak for northbound motorists will affect 203 spaces with 186 spaces being 90min maximum parks. Detailed surveys have not been undertaken, however there is heavy demand for parking between 4-6pm.

Cycle crashes on the north bound lanes between 4-6pm account for 3 of the 27 reported crashes. On this basis it is considered that a dedicated cycle facility is not warranted at this time given the likely disbenefits to businesses.

Together with the morning peak clearway in the south bound lanes it is proposed to install a new pedestrian crossing near the Bordeaux Bakery. This is to assist an increasing number of pedestrians wanting to cross the road at this point and to complement the clearway which will require more pedestrian movement across the road.

The cost for this option is estimated at \$80,000 as it includes the construction of a new pedestrian crossing, new signage and green cycle lane markings. Funding is available this financial year from CX112 for construction.

5.5 Full Time Bus Lanes

In April 2007, Committee approved in principle a package of measures to improve bus priority throughout the city. The package focused on implementing improvements within or close to the central city and then radiating out. The proposal for Thorndon Quay has a full time bus lane running between a full time traffic lane and a permanent parallel parking bay on each side of the road.

The proposed layout will provide sufficient width for cyclists to share the bus lanes and be able to ride clear of general traffic. This is a good solution for cyclists as it provides for full time use and will likely lead to a significant reduction in crashes.

The introduction of full time bus lanes will require the existing two pedestrian crossings be signalised and it is likely that at least one new crossing will be needed mid way between Davis Street and Tinakori Road.

Parking will be significantly reduced with a loss of around 100 of the 421 spaces. The cost to implement this option is estimated at \$450,000 and includes signalised pedestrian crossings and replacement of all the roadmarkings.

Funding is budgeted for in 2014/15 within the bus priority project for this work. There is not sufficient justification for advancing the implementation of bus lanes on Thorndon Quay at this time, nor is it felt that the clearway option proposed in 5.4 will hinder the introduction of full time bus lanes at a later date.

5.6 Widen Footpath

It has been suggested by some Councillors that we should continue the Hutt Road shared footpath along Thorndon Quay towards the railway station. To enable this, the footpath will need to be widened from the existing 3.0m to 5.0m. The additional 2m in width would need to come from the carriageway, which could be achieved using the existing buffer area behind the angle parked vehicles.

While there would be no loss in parking it is expected that this proposal would cost \$600,000 including a new footpath and relocating all street lighting columns to the new kerb line so they are not in the middle of the new footpath.

While there may be some safety benefits to some cyclists there will also be disbenefits to pedestrians using the footpath or stepping out of doorways. The identified safety problem of vehicles turning into and out of driveways would still exist as drivers would still find it hard to see cyclists. This problem is prevalent on the adjacent Hutt Road shared facility.

Many cyclists that travel along Thorndon Quay travel at speed. It would not be appropriate for them to use a shared footpath and they would most likely choose to stay on the carriageway. By narrowing the carriageway to accommodate the widened footpath will make the existing situation considerably worse.

It is not recommended this option is pursued any further.

5.7 Aotea / Waterloo Quays

The current LTCCP has a project CX493, Port and Ferry Access that has allocated funding to improve access along both Aotea and Waterloo Quays. It is proposed that a high quality shared cycle path be included as part of this project.

This would join the existing Hutt Road shared footpath with the waterfront promenade. The concept plans for the Great Harbour Way indicate that this is the preferred route as ultimately it would provide a continuous off road facility from the Hutt Valley to the Miramar cutting.

While the Aotea/Waterloo Quay option provides a high quality facility, it is thought that a large number of commuters would continue to use Thorndon Quay as it provides more direct access to Featherston Street and The Terrace. It is therefore recommended that even with the construction of an alternative route there will be a need to improve Thorndon Quay.

5.8 Rail Yards

There has been no formal approach made to Kiwirail/Ontrack to establish an off road cycle route through the rail yards. The cycle community have expressed concerns about personal security in being out of sight of the general public. There would also be similar cost to that of widening the existing footpath of \$450,000, plus the cost of fencing between the new path and the operational rail yard.

There is also currently no suitable land to accommodate a cycle path as there is an active rail line immediately behind the Thorndon Quay properties that would need to be relocated.

It is not recommended to pursue this option further.

6. Conclusion

The number of cyclists and reported crashes involving cyclists supports the need to improve cycle facilities along the length of Thorndon Quay.

Long term it is proposed to move towards a shared off road cycle route from the Hutt Road along Aotea and Waterloo Quays to the Lambton Harbour waterfront promenade and to provide cycle facilities on Thorndon Quay as part of full time bus lanes.

In the interim it is proposed to install a clearway on the southbound traffic lanes of Thorndon Quay between Tinakori Road and Mulgrave Street on weekdays between 7 and 9am. With the agreement of Committee this will be progressed by way of a traffic resolution.

Associated with the clearway will be a new pedestrian crossing near the Bordeaux Bakery.

The traffic resolution can be advertised in February 2010 and the outcome reported to committee for consideration in April before implementation of the project. It is likely there will be objections to the proposal and these will require SPC to hear them prior to making a formal decision on whether or not to proceed.

Contact Officer: *Paul Barker, Safe and Sustainable Transport Manager*

Supporting Information

1) Strategic Fit / Strategic Outcome

The proposals support the Council's Transport Strategy outcomes that Wellington will be pedestrian and cycle friendly, more sustainable and healthier.

2) LTCCP/Annual Plan reference and long term financial impact

The project is contained in the Council Plan # CX112. the recommended clearway and associated pedestrian crossing has been budgeted for in this years programme

3) Treaty of Waitangi considerations

N/A

4) Decision-Making

This is not a significant decision.

5) Consultation

a) General Consultation

All affected parties will have an opportunity to submit on the Traffic Resolution as is required under the Wellington City Council Bylaw. We propose a letter box drop to all businesses on Thorndon Quay and to advertise in the Dominion Post to engage with the wider community.

b) Consultation with Maori

Mana whenua will not be consulted separately.

6) Legal Implications

There are no legal implications

7) Consistency with existing policy

This report focuses on a key outcome identified in the city's Cycling Policy. It is also consistent with other Council policy including the Walking Policy, Open Spaces Access Plan, SaferRoads/Neighbourhood Accessibility Plans, the Bus Priority Programme, the Footpath Management Plan, and the Climate Change Action Plan.

APPENDIX TWO

'Thorndon Quay – Proposed Cycle Improvements'

**Extracts from the Minutes of the Strategy and Policy
Committee meeting of 3 December 2009**

**Wellington City Council
Te Kaunihera O Poneke**

**EXTRACT OF MINUTES
STRATEGY AND POLICY COMMITTEE**

MEETING OF THURSDAY 3 DECEMBER 2009

238/09P **THORNDON QUAY – PROPOSED CYCLE IMPROVEMENTS** (11.55AM – 12.43PM)
Report of Paul Barker – Safe and Sustainable Transport Manager.
(1215/52/IM) (REPORT 4)

Moved Councillor Foster, seconded Councillor Best the substantive motion recommendations 1, 2 and 4.

Recommendation 3 was withdrawn by the leave of the meeting.

Moved Councillor Wade-Brown, seconded Councillor Pepperell the following amendment.

THAT the Strategy and Policy Committee:

- New 4. In addition to the Council's proposed (or preferred) proposal above, the following also be described in the consultation material
- (a) Changing one side from angle parking to parallel parking to provide dedicated cycle lanes, as proposed in 2001,
 - (b) In addition to the cycling and parking issues, improving pedestrian access to the "motorway walk" that starts at Thorndon Quay and connects The Correspondence School, Hill St to Bowen House and Bolton St Cemetery. This could include a crossing and/or signage.

The amendment moved by Councillor Wade-Brown was accepted by leave of the meeting as follows:

THAT the Strategy and Policy Committee:

- New 4. In addition to the Council's proposal above, the following discarded proposal also be described in the background consultation material:
- Changing one side from angle parking to parallel parking to provide dedicated cycle lanes, as proposed in 2001.
- New 5. Request that officers investigate in addition to the cycling and parking issues, improved pedestrian access to the "motorway walk" that starts at Thorndon Quay and connects The Correspondence School, Hill St to Bowen House and Bolton St Cemetery. This could include a crossing and/or signage.

Wellington City Council
Te Kaunihera O Poneke

EXTRACT OF MINUTES
STRATEGY AND POLICY COMMITTEE

MEETING OF THURSDAY 3 DECEMBER 2009

Moved Mayor Prendergast the following amendment which was accepted by leave.

THAT the Strategy and Policy Committee:

New 6. Request officers to investigate the 90 minute parking north of the motorway over bridge being converted to 10 hour commuter parking to replace those lost as part of the proposed cycling improvements.

The amendment new 4 was put and declared CARRIED.

The amendment new 5 was put and declared CARRIED.

The substantive motion as amended was put and was declared CARRIED.

RESOLVED:

THAT the Strategy and Policy Committee:

1. *Receive the information.*
2. *Agree that the long term option for cycling between Kaiwharawhara and the Central Business District is via a new shared footpath along Aotea and Waterloo Quays as part of the Great Harbour Way.*
3. *Agree that in the interim officers proceed with consultation on a traffic resolution for a 7-9am weekday clearway on the southbound lanes of Thorndon Quay and the associated parking changes. This is to include a new pedestrian crossing on Thorndon Quay, approximately midway between Tinakori Road and Davis Street.*
4. *In addition to the Council's proposal above, the following discarded proposal also be described in the background consultation material:*
 - *Changing one side from angle parking to parallel parking to provide dedicated cycle lanes, as proposed in 2001.*
5. *Request that officers investigate in addition to the cycling and parking issues, improved pedestrian access to the "motorway walk" that starts at Thorndon Quay and connects The Correspondence School, Hill St to Bowen House and Bolton St Cemetery. This could include a crossing and/or signage.*

Wellington City Council
Te Kaunihera O Poneke

EXTRACT OF MINUTES
STRATEGY AND POLICY COMMITTEE

MEETING OF THURSDAY 3 DECEMBER 2009

6. *Request officers to investigate the 90 minute parking north of the motorway over bridge being converted to 10 hour commuter parking to replace those lost as part of the proposed cycling improvements.*

NOTED:

The resolution differs from the recommendations in the officer's report as follows:

The Committee added the text in **bold**.

EXTRACT

APPENDIX THREE

Thorndon Quay – Proposed parking changes

22 February 2010

Thorndon Quay – proposed parking changes

Wellington City Council is making a number of changes to Thorndon Quay to improve safety for pedestrians and cyclists. However this will result in some changes to the way parking will operate during the day.

Over the last 10 years we have seen an increase in hourly commuter cyclists from 75 to nearly 300, unfortunately the number of reported crashes along Thorndon Quay involving cyclists has also increased from an average of one up to six per year. Thorndon Quay is now reported to be one of the worst sections of road in Wellington in terms of the level of safety it offers to cyclists.

The greatest amount of cycle related crashes occur between 7–9am in the southbound direction. These crashes mainly relate to drivers turning into parking spaces and driveways. To improve safety it is planned to increase the distance between turning vehicles and cyclists by removing parking on the southbound side of Thorndon Quay between 7-9am. After 9am parking will revert back to the status quo. The attached plan shows the extent of the clearway.

It is also proposed to convert some of the angle parking at the western end of Thorndon Quay from 90 minutes max to 10 hours max. This will provide parking for those commuters that currently park before 9am in the 10 hour parks opposite Davis Street.

As part of the project a new pedestrian crossing will be built midway between Davis Street and the motorway overbridge. There has been a long standing request for additional crossings and with the installation of the clearway, there may be an increase in demand to cross the road. The crossing will also provide a slowing effect.





Ten years ago it was proposed to install dedicated cycle lanes in both directions between the parking and traffic lanes. To accommodate this, angle parking was to be altered to parallel on one side of the road along the entire length. At that time the Council agreed with the concerns of businesses of Thorndon that the loss of over 40 parking spaces to accommodate the cycle lanes was significant enough not to proceed with that proposal.

We have examined a number of options to improve safety for cyclists and still believe that the best overall approach for cyclists is the original concept of dedicated lanes with an associated loss of parking, however given the level of concern raised previously it is not proposed to develop this concept any further at this time.

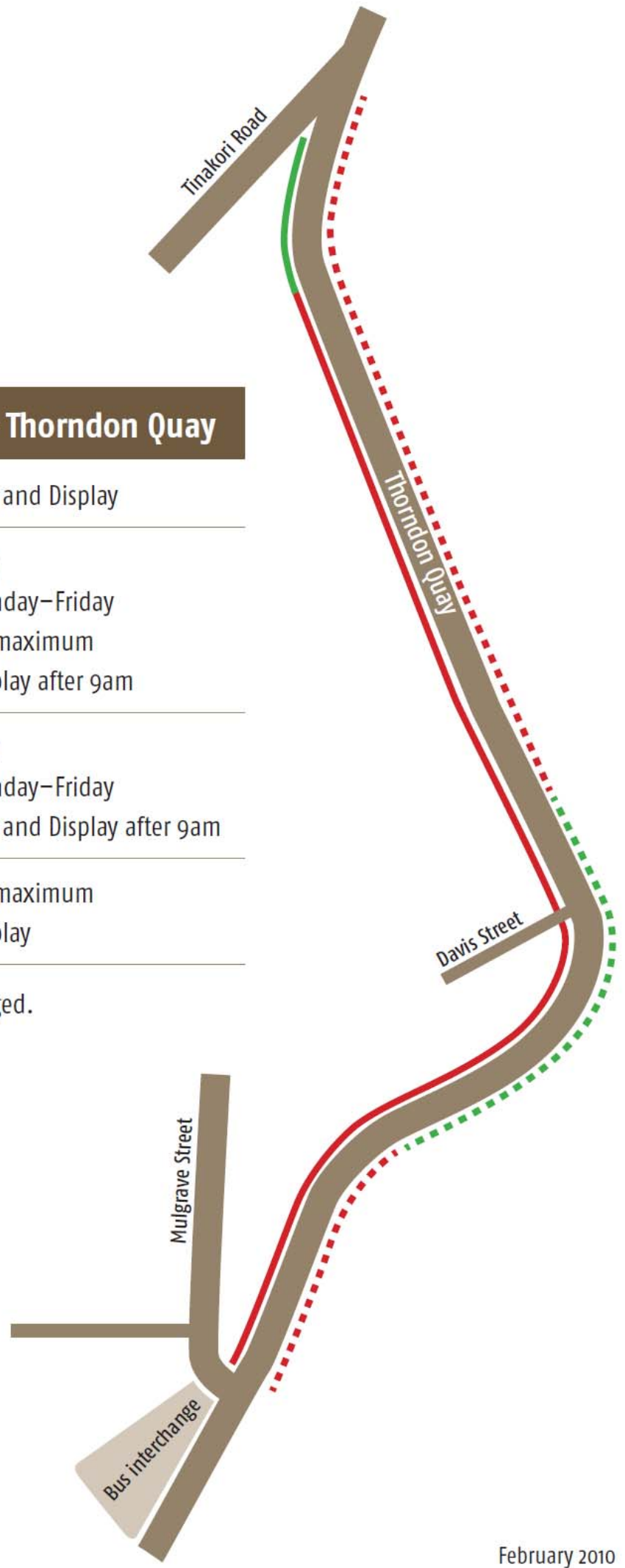
The clearway and parking changes will take effect at the end of April 2010. For details of the changes and information on other options considered, visit the “have your say” section of our website www.Wellington.govt.nz

If you wish to comment or formally object to the proposal you can write to Paul Barker, Wellington City Council, PO Box 2199, Wellington 6140, or go to our website. Feedback must be received by Tuesday 23 March 2010.

Weekday parking changes – Thorndon Quay

	New	10-hour Pay and Display
	New	No stopping 7–9am, Monday–Friday 90-minute maximum Pay and Display after 9am
	New	No stopping 7–9am, Monday–Friday 10-hour Pay and Display after 9am
	Existing	90-minute maximum Pay and Display

Note: weekend parking remains unchanged.



APPENDIX FOUR

Thorndon Quay – Proposed parking changes

Summary of Submissions

THORNDON QUAY – PROPOSED PARKING CHANGES

Appendix 4 – Summary of Submissions

Total number of submissions received: 163

Submissions were received by:

- Individuals: 150
- Organisations: 13

Organisations that made submissions:

- Resene Paints Ltd
- Handy Rentals Ltd
- Department of Conservation
- Kapiti Cycling Incorporated
- The Thorndon Centre Ltd
- NZ Bus
- City Timber Ltd
- Cycle Aware Wellington
- Nancy's Embroidery Shop
- Greater Wellington Regional Council
- Mana Coach Services Limited
- Woolstore Management Limited
- Wellington Civic Trust

Submissions in support of the proposal: 143

These submissions were in support for the following reasons:

- It came through strongly in the submissions that the main reason for supporting the proposal was the increased safety benefits for pedestrians and cyclists. A large number of the 143 submitters that were in support of the proposal also had other suggestions and comments which have been summarised in the other suggestions/comments made section.

Submissions not in support of the proposal: 9

These submissions weren't in support for the following reasons:

- Resene Paints Ltd advised that their revenue is down and expenses they don't control are increasing. They also believe cyclists could be catered for effectively by permitting and encouraging them to access the pavement into the city; creating and enforcing a speed limit and head/tail light bylaw is also needed to prevent accidents.
- Spending \$80,000 to install the clearway option is completely unnecessary when the existing project (CX493) is already funded to improve access along both Aotea and Waterloo Quays.
- It is unnecessary to spend \$80,000 simply for the convenience of cyclists. From the fork on Hutt Road (left to Aotea Quay and to the right - Thorndon Quay [near the ferry terminal]) it is 2.2 km distance to the train station (which is the point at which cyclists would access Featherston Street and

the Terrace using either route) it is 3.6 km in distance using the Aotea Quay/Waterloo Quay Route. There are also existing Westpac Trust walkways which mean that Cyclists would not need to cross traffic to get from the eastern side of the traffic when heading southbound along the Aotea Quay/Waterloo Quay route.

- The difference in distance is marginal. It would add a mere 2-3 minutes per cycle trip if travelling at the same speed. It is likely that a greater speed could be gained by taking the Aotea Quay/Waterloo Quay route because the various hazards on the Thorndon Quay Route would likely mean that cyclists are travelling slower than they might otherwise.
- The proposal for clearways is a 'would be nice to do' proposal but not one which is required. I do not believe that the Aotea/Waterloo Quay option should be discounted as it has been. If cyclists using the Thorndon Quay route genuinely are concerned about their safety then they can elect to use the safer Aotea Quay/Waterloo Quay route.
- The clearway option will adversely affect businesses. Clearways will lack effectiveness unless they are policed for the full 2 hour period by multiple parking wardens along the 1.3km route as taxi's will likely to continue to set down and pick up passengers and couriers make pickups and drop offs in the clearway zone. This will add to the safety risk exposed to cyclists, in terms of opening doors and people crossing the road. The placement of the clearways may also cause some drivers to stop in the southbound laneway to turn right into the parking spaces to the side of the northbound laneway. This will have implications for traffic flow and may encourage vehicles to under-pass stationary vehicles and enter the clear way zone momentarily. This exposes cyclists and pedestrians to additional risk.
- The risk presented by vehicles exiting driveways will remain, and may in fact increase. That is because parked traffic at the moment ensures that vehicles slowly exist driveways as often the view is not clear and drivers must take extra caution. Often vehicles can only enter traffic when allowed to do so by a motorist in the line of traffic or if a big enough gap exists. The existing risk to cyclists arises from cyclists operating at speed at often a greater speed than road traffic. The clearways will allow vehicles, who will likely be concentrating on the flow of traffic, to pull out into the clearway zone at greater speed in order to merge in to the heavy flows of traffic.
- There is no mention of loss in revenue from the parking spaces during operation of the clearway zones. It is appropriate for revenue analysis to be done to fully understand the cost of the clearway proposal. That cost would be ongoing.
- I believe that part of contributing reason for the high rate of accidents along the Thorndon Quay route is because of the high speed at which cyclists are travelling and their practice of undercutting and frequent weaving in and out of slower road traffic, which I have observed as a regular user of this route and parking spaces. If there is any issue with the parking facilities in place it is the fact that they are angled parking and this restricts the view of drivers reversing out of car parks. Accidents caused because of vehicles entering car parks seem to occur through inattention of both cyclists and drivers.
- How will companies like City Timber receive deliveries in the morning if it is a clearway from 7-9am.

- The long term parking that is being suggested near Tinakori Road will remove most of the short term parking around the Woolstore Design Centre which will be bad for businesses that operate out of that building.
- Do not restrict parking between Davis Street to south end gateways. These are used from an early hour by many people who walk into the northern CBD. Can't the cycleway be sandwiched between the kerb and blocking fixed on the roadway about 2 metres out instead?
- Firstly although my apartment is in Davis Street you refuse to allow me to have a resident's park as you see my rates address as Thorndon Quay. So my only option is to park in Thorndon Quay. Now you want me to take my car away somewhere between 7am-9am.
- Questions the legality or moral of what you are doing. I have travelled down Thorndon Quay several times every day, including weekends, and usually as a pedestrian for the past 6 years.
I have witnessed and attended a number of the accidents you are concerned about, to both pedestrians and to cyclists; every time without exception it has been because of the illegal activity of cyclists. They ride on footpaths, across crossings with pedestrians, three abreast, through red lights and undertake cars. I see no indication in your proposal that you are changing any marking or making any dedicated lanes, so I can only assume you are going to encourage cyclists to break the law, only now give them more space to allow more of them to do it and at a greater speed. They will also do it with less caution as well - less accidents, greater mortality.

Submissions made where they didn't comment on the proposal: 6

Submissions that were conditional: 5

These submissions were conditional subject to:

- That the clearway is for cyclists only
- If you can make some 10 hour car parks on the western side of Thorndon Quay between Mulgrave and Davis streets
- Subject to a small number of parallel parks opposite 248 Thorndon Quay are provided to distinguish the difference between the current 90 minute parking and the proposed 10 hour parking.
- Subject to the current proposed parking changes being relooked at.
- That the clearway is a commendable short-term option but widening the footpath is the preferred option. However, it is our considered opinion that the extra space provided should not be shared by pedestrians and cyclists, as suggested, but that the grade separated extra space should be a **dedicated two-way cycle way**. In order to allow space for a two-way cycle way (able to be used by cyclists both entering and leaving the CBD) it will be necessary to change parking on this side of the Quay to parallel parking (Option 5.3 above). This option would place the cycle way between the parallel-parked cars and the footpath, thus eliminating the potential for cyclists to be in conflict with pedestrians, and with cars entering or reversing from parking spaces.

Other suggestions/comments submitters made:

- Eliminate all reverse-out angle parks.
- No new chip seal should be laid.
- All train tracks to be ripped up and be replaced by cycle/running tracks.
- More signage to make drivers more aware of cyclists.
- Consider extending the clearway further north between Jeff Gray BMW and Carters.
- Extended stopping zones should be added to all the light controlled intersections along Thorndon Quay and Featherston Street.
- Possibility that the angle car parks are made reverse in only parks?
- A permanent cycleway connecting the existing old Hutt Road cycleway to central city should be a priority.
- A dedicated crossing area at the northbound route to go from the left hand side of the road to the dedicated "cycle" lane on the right (at Guthrie Bowron). Again, even a painted strip will help create awareness that there are other road users as well.
- Dedicated cycle lanes on both sides of the road.
- The clearway on the south-bound side of Thorndon Quay goes some way to addressing the safety issues on Thorndon Quay, but it is not adequate. It does not address the turning of north-bound cars across traffic and into driveways on the opposite side of the road (including the private car park next to the VTS). I have observed many close calls with cars turning across the traffic and almost hitting cyclists. A suggestion for improving this situation is to provide 10hr parking on the north-bound side of the road, but ultimately provide a dedicated cycle lane for south-bound cyclists. This needs to be coloured (as many cycle lanes do throughout the city) to further highlight to drivers to be aware of cyclists.
- Thorndon seems to have an excess of resident parking in the side streets and that if this were to be reduced, this would allow some of the long term parking to be relocated away from the main route.
- Convert the southbound bus-only lane to a bus lane, so that cyclists can use it.
- Should be done from 5pm - 7pm northbound as well.
- Suggest that a cycle lane is created between the footpath and the parked cars. A barrier or alternatively obstacles to stop car wheels should be installed in order to prevent cars from backing into the cycle lane. The cycle lane and kerb should be clearly painted and sign posted in order to warn pedestrians of its existence.
- It would be sensible to reduce the speed limit on this stretch of road as well.
- There is a very adequate footpath from Davis Street all the way to the railway station. Surely this could be sectioned off, as has happened on the Thorndon Quay and Ngauranga sections of the Hutt Road? If this were to be done, there would be no need for the cyclists to be on the road along Thorndon Quay, even though the cyclists get the pip when they are made to leave the road. It is, after all, their safety that is at stake here, so why should the motor vehicles, who pay for the roads, be the ones to be put off the roads? Very seldom is that pavement used for pedestrian traffic, especially at that time of the morning.
- Given that most crashes occur between 7-9am and in the southbound direction, this proposal strikes a good balance between improving safety for

people on bikes and continuing to provide parking for businesses along Thorndon Quay.

- Based on the information provided on your website I do not believe enough analysis has been done to show removing car parks will actually improve cyclist safety. I am a frequent user of the 10 hour car parks near Davis Street and in the years I have been using those parks (during the morning peak) I have never witnessed any cycle related accidents/incidents. I don't believe the solution proposed will overcome the problem identified and at the same time it will inconvenience another group of road users.
- The proposed additional pedestrian crossing, it should be remembered that uncontrolled pedestrian crossings are already causing major delays in and around the CBD and it is not unreasonable to suggest that where the council is considering adding uncontrolled crossings on main thoroughfares, they should also consider these will at some time probably need to become controlled crossings. It would be surprising if the pedestrian crossings on Thorndon Quay currently were still within the guidelines for an uncontrolled installation.

APPENDIX FIVE

Thorndon Quay – Proposed parking changes

Written Submissions

SUBMISSION
NUMBER

1

Joelene Noble

From: Heather Cotton
Sent: Monday, 1 March 2010 8:43 a.m.
To: Paul Barker
Subject: FW: Thorndon Quay Proposed Parking Changes

-----Original Message-----

From: john.rutter@resene.co.nz [mailto:john.rutter@resene.co.nz]
Sent: Friday, 26 February 2010 2:47 p.m.
To: Heather Cotton
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: John
Last Name: Rutter
Street Address: 32-50 Vogel Street
Suburb: Naenae
City: Lower Hutt
Phone: 04 577 0500
Email: john.rutter@resene.co.nz

I am representing: an organisation

Organisation Name: Resene Paints Ltd

Comments: Dear Paul

We object to the proposed changes to parking for Thorndon Quay.

Revenue is down and expenses that we don't control are increasing.

Cyclists could be catered for effectively by permitting and encouraging them to access the pavement into the city; creating and enforcing a speed limit and head / tail light bylaw is also needed to prevent accidents.

Yours sincerely

John Rutter
Retail Development Manager



ENTERED



the paint the professionals use

3rd March 2010

Paul Barker
Wellington City Council
PO Box 2199
WELLINGTON 6140

Dear Paul

RE: THORNDON QUAY - PROPOSED PARKING CHANGES

We object to the proposed changes to parking for Thorndon Quay.

Revenue is down and expenses that we don't control are increasing.

Cyclists could be catered for effectively by:

- permitting and encouraging them to access the pavement into the city;
- creating and enforcing a speed limit; *and*
- head / tail light bylaw is also needed to prevent accidents.

Yours sincerely

John Rutter
Retail Development Manager

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**SUBMISSION
NUMBER**

2

Joelene Noble

From: Heather Cotton
Sent: Monday, 1 March 2010 8:47 a.m.
To: Paul Barker
Subject: FW: Thorndon Quay Proposed Parking Changes

-----Original Message-----

From: mansonc@usa.net [mailto:mansonc@usa.net]
Sent: Sunday, 28 February 2010 12:09 p.m.
To: Heather Cotton
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: chris
Last Name: manson
Street Address: Koromiko Rd
Suburb: Highbury
City: wellingotn
Phone: +210753090
Email: mansonc@usa.net

I am representing: myself

Comments: I am a cyclist and approve of the changes.

PLease help the drivers with signs tahtgice them pleanty of warning on what they can/cannot do and when.

Maybe a pointer to alternative parking if they arrive between 7-9am?

chris



SUBMISSION
NUMBER

3

Joelene Noble

From: Heather Cotton
Sent: Monday, 1 March 2010 8:48 a.m.
To: Paul Barker
Subject: FW: Thorndon Quay Proposed Parking Changes

-----Original Message-----

From: danny.mollan@gmail.com [mailto:danny.mollan@gmail.com]
Sent: Monday, 1 March 2010 8:46 a.m.
To: Heather Cotton
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Danny
Last Name: Mollan
Street Address: 84 View Road
Suburb: Houghton Bay
City: Wellington
Phone: 021-592960
Email: danny.mollan@gmail.com

I am representing: myself

Comments: Over the past 10 years, the average number of commuter cyclists on Thorndon Quay has increased from 75 to 300 per hour during peak hours.

The average reported crashes between cycles and vehicles have also increased from one to six per year, making Thorndon Quay one of the most dangerous roads in Wellington for cyclists.

I've seen several crashes on this road, and been involved in a number of near misses.

- eliminate all reverse-out angle parks
- no new chip seal
- all train tracks to be ripped up and replaced by cycle / running tracks

Joelene Noble

From: Heather Cotton
Sent: Monday, 1 March 2010 8:48 a.m.
To: Paul Barker
Subject: FW: Thorndon Quay Proposed Parking Changes

-----Original Message-----

From: emily@brodnicki.com [mailto:emily@brodnicki.com]
Sent: Thursday, 25 February 2010 12:34 a.m.
To: Heather Cotton
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Emily
Last Name: Brodnicki
Street Address: 389 Stokes Valley Road
Suburb: Stokes Valley
City: Lower Hutt
Email: emily@brodnicki.com

I am representing: myself

Comments: I would like to say I'm in favour of this, because 18 months ago my husband and I (both cyclists to work) almost got hit by a bus he tried to run us off the road, but then we went to police and he got a fine for dangerous driving. Also have had so many near accidents because of cars pulling in. So many people cycle into Wellington it's about time they did something about it. Cheers

Joelene Noble

From: Heather Cotton
Sent: Monday, 1 March 2010 9:19 a.m.
To: Paul Barker
Subject: FW: Thorndon Quay Proposed Parking Changes

-----Original Message-----

From: Stephen.Alves@Team.TelstraClear.co.nz
[mailto:Stephen.Alves@Team.TelstraClear.co.nz]
Sent: Wednesday, 24 February 2010 11:30 a.m.
To: Heather Cotton
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: stephen
Last Name: alves
Street Address: 4 goddard Grove
Suburb: Churton park
City: Wellington
Phone: 4785713
Email: Stephen.Alves@Team.TelstraClear.co.nz

I am representing: myself

Comments: I'm very much in favour of the Proposed Parking Changes.
I ride this road every morning and it is becoming increasing dangerous as the number of close calls with Vehicles vs. Cyclists seams to be increasing.



SUBMISSION
NUMBER

6

Joelene Noble

From: Heather Cotton
Sent: Monday, 1 March 2010 9:19 a.m.
To: Paul Barker
Subject: FW: Thorndon Quay Proposed Parking Changes

-----Original Message-----

From: stephen.scott@dol.govt.nz [mailto:stephen.scott@dol.govt.nz]
Sent: Wednesday, 24 February 2010 12:19 p.m.
To: Heather Cotton
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: steve
Last Name: scott
Street Address: 22 mckenzie ave
Suburb: raumati south
City: kapiti coast
Email: stephen.scott@dol.govt.nz

I am representing: myself

Comments: I bike from kapiti every day. i agree with proposal as sometimes it is like going through a pinball machine.

Also dangerous going home at night

**SUBMISSION
NUMBER**

7

Joelene Noble

From: GRP: WebCentre
Sent: Wednesday, 24 February 2010 11:34 a.m.
To: Heather Cotton
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Stephen
Last Name: Martin
Street Address: 24 Eastview Grove
Suburb: Normandale
City: Wellington

I am representing: myself

Comments: I am in favour of the changes to the parking that are proposed. I cycle into Wellington along Thorndon Quay daily and have myself crashed into a car turning into a parallel park back in the late 90's. I am glade there is provision to accommodate the motorists that require parking before 9am.

**SUBMISSION
NUMBER**

8

Joelene Noble

From: GRP: WebCentre
Sent: Wednesday, 24 February 2010 2:26 p.m.
To: Heather Cotton
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Lindsay
Last Name: Raubenheimer
Street Address: 57A Stewart Drive
Suburb: Newlands
City: Wellington
Phone: 049388212

I am representing: myself

Comments: I agree with the changes I cycle into work around 3 times a week and must admit it can be extremely nerve wrecking when cars just pull in and out of the parking sections on Thorndon I would say 98% of the time they don't even look for cyclist or paying attention to any cyclist crossing their path. Plus by Spolight is the worst section



ENTERED

**SUBMISSION
NUMBER**

9

Joelene Noble

From: GRP: WebCentre
Sent: Thursday, 25 February 2010 10:57 a.m.
To: Heather Cotton
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Isabella
Last Name: CAwthorn
Street Address: 4 Durham Crescent
Suburb: Aro Valley
City: Wellington
Phone: 917 3066

I am representing: myself

Comments: I support these changes; anything that makes Thorndon Quay safer for cyclists is laudable.

**SUBMISSION
NUMBER**

10

Joelene Noble

From: GRP: WebCentre
Sent: Saturday, 27 February 2010 9:52 a.m.
To: Heather Cotton
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: tom

Last Name: greally

Street Address: 13 austin st

Suburb: mount victoria

City: wellington

I am representing: myself

Comments: i support the changes to the parking layout on throndon quay



SUBMISSION
NUMBER

11

Joelene Noble

From: Heather Cotton
Sent: Monday, 1 March 2010 9:33 a.m.
To: Paul Barker
Subject: FW: Thorndon Quay Proposed Parking Changes

-----Original Message-----

From: mike_caldwell@xtra.co.nz [mailto:mike_caldwell@xtra.co.nz]
Sent: Wednesday, 24 February 2010 1:11 p.m.
To: Heather Cotton
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Mike
Last Name: Caldwell
Street Address: 190 Glanmire Road
Suburb: Newlands
City: Wellington
Email: mike_caldwell@xtra.co.nz

I am representing: myself

Comments: I support the Councils proposed changes to parking on Thorndon Quay. As a cyclist I've been hit by a car going across the road to park in this area during the time that this change is looking to address. I fully support this to make my daily commute via bike safer.



ENTERED

SUBMISSION
NUMBER

12

Joelene Noble

From: Heather Cotton
Sent: Monday, 1 March 2010 9:35 a.m.
To: Paul Barker
Subject: FW: Thorndon Quay Proposed Parking Changes

-----Original Message-----

From: neville@safe.co.nz [mailto:neville@safe.co.nz]
Sent: Wednesday, 24 February 2010 12:21 p.m.
To: Heather Cotton
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Neville
Last Name: Williams
Street Address: 3 Edgecombe St
Suburb: Newlands
City: Wellington
Phone: 04 9704679
Email: neville@safe.co.nz

I am representing: myself

Comments: I support the the proposed Thorndon Quay parking changes.



ENTERED

SUBMISSION
NUMBER

13

Joelene Noble

From: Heather Cotton
Sent: Monday, 1 March 2010 9:52 a.m.
To: Paul Barker
Subject: FW: Thorndon Quay Proposed Parking Changes

-----Original Message-----

From: ross.jackson@gw.govt.nz [mailto:ross.jackson@gw.govt.nz]
Sent: Thursday, 25 February 2010 9:23 a.m.
To: Heather Cotton
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Ross
Last Name: Jackson
Street Address: 70 Hatton Street
Suburb: Karori
City: Wellington
Phone: 04 802 0331
Email: ross.jackson@gw.govt.nz

I am representing: myself

Comments: I support the proposed modifications. Congratulations for exploring possible solutions such as this on a stretch of road that provides a lot of challenges in the morning for cyclists (and pedestrians)

25/2/2010

Paul Barker
WCC
P.O.Box2199
Wellington

Hello Paul,

Further to our conversation yesterday I mentioned my concern about the change to 7am to 9am clearway southbound side of Thorndon Quay to improve cyclist safety.

My concern is related to our late returning customers parking our rental vehicles opposite our site on the angle parks. Generally not an issue except our large vehicles (up to 6.5 metres long) would protrude out into the flow of traffic and potentially be a hazard.

How ever you suggested you may have a solution by providing a small number of parallel parks opposite our site as a way of distinguishing the difference between the current 90 minute parking and the proposed 10 hour parking.

This solution to my thinking would be excellent, please advise if you think this will not proceed.

Kind regards,


Chris Brown

We rent and sell commercial vehicles



ENTERED

Handy Support Office, 248 Thorndon Quay, Wellington, PO Box 41047, Wellington
Telephone 04 470 7710 Fax 04 470 7720 Email chris@handy.co.nz

Franchise opportunities available

SUBMISSION
NUMBER

15

Joelene Noble

From: h.gordon@paradise.net.nz
Sent: Sunday, 28 February 2010 5:37 p.m.
To: Heather Cotton
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Hamish
Last Name: Gordon
Street Address: 39 Kaihuia Street
Suburb: Northland
City: Wellington
Phone: 976 5928
Email: h.gordon@paradise.net.nz

I am representing: myself

Comments: I agree with the WCC proposal to modify parking on this section of Thordon Quay. This area have been an ongoing hazard to cyclists for as long as I have lived in Wellington (10 years).

I think the council should also get ride of the rest of the angle parking in the central part of Thordon Quay (the straight section of road around the Bordeaux bakery).



SUBMISSION
NUMBER

16

Joelene Noble

From: hilary@robotham.co.nz
Sent: Wednesday, 24 February 2010 2:56 p.m.
To: Heather Cotton
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Hilary
Last Name: Robotham
Street Address: 123B Aotea Street
Suburb: Mission Bay
City: Auckland
Phone: 021 02649330
Email: hilary@robotham.co.nz

I am representing: myself

Comments: Go the Wellington City Council! while I don't live in Wellington anymore it's still nice to know that things are on the up and up for cyclists in the Wellington area. MAKE THE PROPOSED CHANGES HAPPEN!



Joelene Noble

From: Heather Cotton
Sent: Monday, 1 March 2010 8:43 a.m.
To: Paul Barker
Subject: FW: Thorndon Quay Proposed Parking Changes

-----Original Message-----

From: cfjonesnz@yahoo.co.uk [mailto:cfjonesnz@yahoo.co.uk]
Sent: Wednesday, 24 February 2010 2:20 p.m.
To: Heather Cotton
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Chris
Last Name: Jones
Street Address: 69 Homebush Rd
Suburb: Khandallah
City: Wellington
Phone: 9344085
Email: cfjonesnz@yahoo.co.uk

I am representing: myself

Comments: As a regular cycle commuter, I have experienced first hand how dangerous Tinakori Rd is during 'rush hour'. I applaude the Council for this proposal and hope it succeeds in being implemented.

Joelene Noble

From: p.churchman@barristerscomm.com
Sent: Monday, 1 March 2010 9:58 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Peter
Last Name: Churchman
Street Address: 198 Barnard St
Suburb: Wadestown
City: Wellington
Phone: 021 346 139
Email: p.churchman@barristerscomm.com

I am representing: myself

Comments: Angle parking is the biggest danger to cyclists on Thorndon Quay. I am a regular cyclist along Thorndon Quay and I have had many near misses as a result of cars reversing out of the angle parking right in front of me. Either the motorists simply don't see the cyclists, or for those who do see the cyclists, they think that they have an absolute right to reverse into the road way and a quite unrealistic view of how quickly a cyclist travelling at 30kph is able to stop. Replace of angle parking with parallel parking would certainly make Thorndon Quay safer for cyclist. However, education of motorist parking there to look for cyclist an not to proceed until the way is clear of cyclists would also be of great assistance.

Joelene Noble

From: Paul Barker
Sent: Tuesday, 2 March 2010 10:09 a.m.
To: Joelene Noble
Subject: FW: Thorndon Quay Proposed Parking Changes

-----Original Message-----

From: Heather Cotton
Sent: Tuesday, 2 March 2010 10:05
To: Paul Barker
Subject: FW: Thorndon Quay Proposed Parking Changes

-----Original Message-----

From: phillip.templeton@pcbizz.co.nz [mailto:phillip.templeton@pcbizz.co.nz]
Sent: Wednesday, 24 February 2010 10:33 a.m.
To: Heather Cotton
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Phil
Last Name: Templeton
Street Address: 11A Oswald Crescent
Suburb: Newlands
City: Wellington
Phone: 971 3966
Email: phillip.templeton@pcbizz.co.nz

I am representing: myself

Comments: I think it is an excellent idea making the area a clear way. Perhaps this could be extended further north? Between Jeff Gray BMW and Carters hardware supplies.

SUBMISSION
NUMBER

20

Joelene Noble

From: bruce@bmr.co.nz
Sent: Tuesday, 2 March 2010 9:06 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Bruce
Last Name: Richards
Street Address: 5 Armitage St
Suburb: Ngaio
City: Wellington
Phone: 0274 403 616
Email: bruce@bmr.co.nz

I am representing: myself

Comments: I'm an year round cycle commuter and fully support anything that will improve cycle safety.

Also an extended stopping zone should be added to all the light controlled intersections along Thorndon Quay and Featherston Street.

With the four fold increase in the average cyclist per hour along Thorndon Quay, there MUST now be justification for cycle lanes.

There needs to be seperaton between the cyclist and buses, especially the Newlands Buses.

SUBMISSION
NUMBER

21

Joelene Noble

From: mbarnett@doc.govt.nz
Sent: Tuesday, 2 March 2010 9:01 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: matt
Last Name: barnett
Street Address: 4a Totara Tce
Suburb: Miramar
City: Wellington
Phone: 04 387 4237
Email: mbarnett@doc.govt.nz

I am representing: myself

Comments: I support the proposed changes to parking in Thorndon Quay, and particularly support the proposed pedestrian crossing midway between Davis Street and the motorway overbridge, as crossing this busy street is a significant hazard for staff in our office.

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Monday, 1 March 2010 3:43 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Bernd
Last Name: Pummer
Street Address: 46 Howard Rd
Suburb: Point Howard
City: Lower Hutt

I am representing: myself

Comments: I am a bike commuter, commuting almost daily (all year round) from the Eastern Bays (Point Howard) to Wgtn City Centre. While I believe it is a good idea to try and limit the amount of turning vehicles along Thorndon Quay, I believe the limitations that are going to be put in place will only provide limited benefit for the following reasons:

southbound - morning traffic

- 1) there are at least 3 or 4 indoor car parking places into which cars will move
- 2) there are at least 3 bus stops - southbound
- 3) there will still be a large number of business to which vehicles will turn off Thorndon Quay that have off-street parking, e.g. Bridgestone's, Tiles Direct etc etc.

While the proposed parking/no-stop restrictions will remove some of the effects from parked/parking vehicles, the effects from turning vehicles into indoor car parks, off-street parking and buses will not be any different.

SUBMISSION
NUMBER

23

Joelene Noble

From: rachaelc77@hotmail.com
Sent: Tuesday, 16 March 2010 5:09 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Rachael
Last Name: Cunningham
Street Address: 1 The Terrace
Suburb: CBD
City: Wellington
Email: rachaelc77@hotmail.com
Comments: Great idea



SUBMISSION
NUMBER

24

Joelene Noble

From: mbrosnahan@doc.govt.nz
Sent: Monday, 1 March 2010 2:23 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Matthew
Last Name: Brosnahan
Street Address: 25 Hudson Avenue
Suburb: Upper Hutt
City: Wellington
Phone: 4713-090
Email: mbrosnahan@doc.govt.nz

I am representing: myself

Comments: I thoroughly support this proposal. I use this road morning and evening usually every day. This type of safety measure is of great value.

**SUBMISSION
NUMBER**

25

Joelene Noble

From: moss-baker@xtra.co.nz
Sent: Monday, 1 March 2010 2:10 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: David
Last Name: Moss
Street Address: 5 Dorset Way
Suburb: Wilton
City: Wellington
Phone: 027 2368819
Email: moss-baker@xtra.co.nz

I am representing: myself

Comments: I work on Thorndon Quay and like the suggestion of a pedestrian crossing mid way between Davis St and the Motoorway over bridge. My suggestion is somewhere near 191 Thorndon Quay and Bordeau Bakery. This is near the most popular bus stops and is an area where Queen Margaret college students access the lift to access Hobson Street. The parking clearway on the east side in the morning is a good suggestion but for cyclists the main issue is that cars reverse out from angle parks into unseen cyclists during both morning and evening commutes. Is there the option of having angle parks as "reverse in" parks? - It would involve repainting the lines but would reduce cyclists being taken out as people pull out from parks.

SUBMISSION
NUMBER

26

Joelene Noble

From: lindsay.millard@gmail.com
Sent: Monday, 1 March 2010 2:04 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Lindsay
Last Name: Millard
Street Address: 2/16 Hanson St
Suburb: Mt Cook
City: Wellington
Phone: 0211132756
Email: lindsay.millard@gmail.com

I am representing: myself

Comments: I support the proposed changes to parking on Thorndon Quay.

Particularly I would like to support the addition of a crossing at or near the Bordeaux Bakery area as this is a high pedestrian area with a high volume of traffic.

I also support additions that improve the safety of cyclists. This is a wide area of road and may benefit from a designated cycle path, which would help to keep cyclists, motorists and pedestrians safe.

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Monday, 1 March 2010 2:03 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Wendy
Last Name: Newton
Street Address: 61 Chesterton Street
Suburb: Johnsonville
City: Wellington

I am representing: myself

Comments: I support the proposed changes to parking in Thorndon Quay, and particularly support the proposed addition of a pedestrian crossing as crossing this busy street is a significant hazard for staff in our office based on Thorndon Quay. Probably too late for change to the location of it.

I would be strongly in favor of a crossing nearer to Bordeaux Bakery 220 Thorndon Quay. The reason for this location being:

- well used bus stop located out side
- large amount of pedestrians cross the street to get to businesses located near by
- or use access in building opposite 191 Thorndon Quay (specifically a large number of school children making their way to schools in Thorndon).
- The bakery appears also to be a very popular meeting place



Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Monday, 1 March 2010 1:58 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Lynn
Last Name: Adams
Street Address: 4 van der velden way
Suburb: Horokiwi
City: Wgn

I am representing: myself

Comments: I fully support the establishment of a pedestrian crossing between davis and motorway on Thorndon. for many years now it has been a hazard to cross this road which I do several times/day during work hours.

I also fully support the proposed changes in parking to allow a greater safety to cyclists. I would add that a perminant cycleway connecting the exisitng old hutt Road cycleway to central city should be a priority.

Thanks for oppportunity to comment

**SUBMISSION
NUMBER**

29

Joelene Noble

From: cmiskelly@doc.govt.nz
Sent: Monday, 1 March 2010 1:49 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Colin
Last Name: Miskelly
Street Address: 114 Daniell St
Suburb: Newtown
City: Wellington
Phone: 04 470 8420
Email: cmiskelly@doc.govt.nz

I am representing: myself

Comments: I work on Thorndon Quay, and cycle to work. I support the proposed changes to parking in Thorndon Quay, and particularly support the proposed pedestrian crossing midway between Davis Street and the motorway overbridge, as crossing this busy street is a significant hazard for staff in our office.



SUBMISSION
NUMBER

30

Joelene Noble

From: helgawientjes@hotmail.com
Sent: Monday, 1 March 2010 9:52 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Helga
Last Name: Wientjes
Street Address: 31 Rangoon Street
Suburb: Khandallah
City: Wellington
Phone: 0272614176
Email: helgawientjes@hotmail.com

I am representing: myself

Comments: The non parking on the southbound side at morning rush hour is a step in the right direction. Although a dedicated cycle lane is not a chosen option, I believe that a painted cycle lane will create additional awareness by drivers of cars. If the road is made slightly smaller, it will also reduce the speed as cars tend to speed more when there is optical more space. Another thing that will help, is having a dedicated crossing area at the northbound route to go from the left hand side of the road to the dedicated "cycle" lane on the right (at Guthry Baron (or what is this shop called). Again, even a painted strip will help create awareness that there are other road users as well.

Thanks though for this proposal. It is great to see that the WCC is trying to make cycling a true alternative and attractive for more people.
I hope this proposal will be accepted.



ENTERED

SUBMISSION
NUMBER

31

Joelene Noble

From: M@tthew.co.nz
Sent: Monday, 1 March 2010 4:08 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Matthew
Last Name: Underwood
Street Address: L4, 191 Thorndon Quay
Suburb: Thorndon
City: Wellington
Phone: 04 8900825
Email: M@tthew.co.nz

I am representing: an organisation

Organisation Name: Matthew UNDERwood Limited

Comments: Your proposal looks rather well thought out.

I support it.

The present traffic through the Quay makes crossing the road at any time a major hazard.

A crossing outside Bordeaux and the Thorndon Centre would nicely serve the coffee set as well as link the bus stops and the lift through to Hobson Street.

**SUBMISSION
NUMBER**

32

Joelene Noble

From: to_emily@yahoo.com
Sent: Tuesday, 2 March 2010 3:21 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Emily
Last Name: Greenberg
Street Address: 34 Wakefield St
Suburb: Featherston
City: Featherston
Email: to_emily@yahoo.com

I am representing: myself

Comments: I support a pedestrian crossing near the location of the bus stop in front of an across the street from the Bordeaux Bakery. This is a natural crossing location for people working in buildings on Thorndon Quay, those that come down the lift from the terraces above and with those getting on and off the buses. This is also currently a very hazardous site to cross and needs a safer crossing.

**SUBMISSION
NUMBER**

33

Joelene Noble

From: hudsie@xtra.co.nz
Sent: Tuesday, 2 March 2010 10:52 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Michael
Last Name: Huddleston
Street Address: 7A Tisdall St
Suburb: Karori
City: Wellington
Phone: 021 476007
Email: hudsie@xtra.co.nz

I am representing: myself

Comments: I am a cyclist who workd on Thorndon Quay. You are right it is a dangerous stretch of road alright. I think your plans are admirable, it would also be great to have a couple of don't burst our bubble signs down here too!

cheers Michael



ENTERED

SUBMISSION
NUMBER

34

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Tuesday, 2 March 2010 11:39 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Kalia
Last Name: Baker-Underhill
Street Address: 36 Paremata Drive
Suburb: Paremata
City: Porirua

I am representing: myself

Comments: I support the proposed changes to parking in Thorndon Quay, and particularly support the proposed pedestrian crossing midway between Davis Street and the motorway overbridge, as crossing this busy street is a significant hazard for staff in our office



ENTERED

SUBMISSION
NUMBER

35

Joelene Noble

From: asmckenzie@doc.govt.nz
Sent: Tuesday, 2 March 2010 4:01 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Alan
Last Name: McKenzie
Street Address: 181 Thorndon Quay
Suburb: Thorndon
City: Wellington
Phone: 04 4725821
Email: asmckenzie@doc.govt.nz

I am representing: an organisation

Organisation Name: Department of Conservation

Comments: I am the Regional Conservator of the Wellington Hawke's Bay Conservancy of the Department of Conservation. Our conservancy office is located at 181 Thorndon Quay, which is about 40 metres from the proposed pedestrian crossing near Bordeaux Bakery. 48 people work in our office, and about 12 staff cycle to work on a regular basis. Since moving to Thorndon Quay in 2003, members of my management team have written to WCC and Transit NZ on several occasions requesting that a pedestrian crossing be installed near Bordeaux Bakery, as crossing Thorndon Quay was identified as the most serious hazard for staff working in the building. The cyclists on my team are also supportive of the proposed changes to parking along Thorndon Quay intended to improve cycle safety. I am very supportive of all the proposed changes, and especially the construction of a pedestrian crossing near our workplace."

SUBMISSION
NUMBER

36

Joelene Noble

From: simonhorrocks99@yahoo.co.uk
Sent: Wednesday, 3 March 2010 9:37 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Simon
Last Name: horrocks
Street Address: 67 frobisher street
Suburb: isalnd bay
City: wellington
Phone: 0210 708308
Email: simonhorrocks99@yahoo.co.uk

I am representing: myself

Comments: Please add cycle lanes throuhout this road on both sides, i cycle down this road every day and it is dangerous. Very dangerous. Proper cycle lanes which are enforced would be very useful to cyclists and car drivers too. i.e. we will both know our proper place. It would also help to add a cycle through the bus station, this would keep cyclists off a number of busier road areas.

And when is this city going to pedestrianise courtney place ... i mean c'mon which century are we living in here?



ENTERED

Thorndon Quay Proposed Parking Changes

Tell us what you think. Wellington City Council would like your feedback on the proposed parking changes on Thorndon Quay. Fill out this feedback form and post it back to us by 5pm Tuesday 23 March 2010, Freepost 2199 (no stamp required) or comment in the public input section online at www.Wellington.govt.nz.

All feedback forms, including name and contact details are published and made available to elected members and the public. Personal information will also be used for the administration of the consultation process. 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.

Mr / Mrs / Miss / Ms / Dr (circle which applies)

First name(s): Marilyn

Last name: Baker

Street address: 30 Trent Street
Island Bay

Phone: 021 120 3862 Email: marilyn.baker@notlib.govt.nz
work 474 8010

I am writing this (tick box)

As an individual

On behalf of an organisation Name of organisation: _____

Comments:

I currently park at the 10hour parks on the eastern side of Thorndon Quay just south of Davis St. I begin work around 8am. The only other 'earlybird' parking in the area is in the Pipitea Morae car park and that is often full by the time I arrive. The changes you propose means there is nowhere else for me to park in this vicinity. The Stadium parking is close by as the crow flies, though this takes considerable time to travel to and from.

It would be wonderful if you could make some 10 hour parks on the western side of Thorndon Quay between Mulgrave and Davis streets.

Thank you for the opportunity to have my say

M. Baker



ENTERED

Absolutely

POSITIVELY

ME HEKE KI PŌNEKE
WELLINGTON CITY COUNCIL **Wellington**

(P.S.) A bridge from the Stadium Concourse to Thorndon Quay would solve the parking problem.

SUBMISSION
NUMBER

38

Joelene Noble

From: nadine.bott@transact.co.nz
Sent: Wednesday, 3 March 2010 2:18 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Nadine
Last Name: Bott
Street Address: 22 Taipakupaku Road
Suburb: Karaka Bay
City: Wellington
Phone: 021781610
Email: nadine.bott@transact.co.nz

I am representing: myself

Comments: There is a desperate need to improve security for cyclists in Wellington City. There are some drivers that simply have no respect for cyclists and do not seem to realise that their driving could mean the difference between life, death or permanent disability for a cyclist. Given this behaviour by many (but not all drivers) there need to be provisions for cyclist dedicated spaces. From the discussion document provided it appears the Committee does not consider the safety of cyclists sufficiently. Using numbers such as reported injuries and non-injuries, from which these management decisions are made, does not consider in a responsible or sensitive manner the fact that one person suffering an 'injury' could mean permanent disability. Therefore the aim should be to avoid any incidents involving cyclists (and indeed pedestrians) and vehicles. I urge the Committee to consider this issue with the due caution it requires.

The clearway on the south-bound side of Thorndon Quay goes some way to addressing the safety issues on Thorndon Quay, but it is not adequate. It does not address the turning of north-bound cars across traffic and into driveways on the opposite side of the road (including the private carpark next to the VTS). I have observed many close calls with cars turning across the traffic and almost hitting cyclists. A suggestion for improving this situation is to provide 10hr parking on the north-bound side of the road, but ultimately provide a dedicated cycle lane for south-bound cyclists. This needs to be coloured (as many cycle lanes do throughout the city) to further highlight to drivers to be aware of cyclists.

Thorndon Quay has needed a pedestrian crossing down by Bordeaux so this option is definitely supported to protect people needing to cross the road.

Ultimately these measures are only trying to mitigate the issue. Other measures need to be adopted to address why it is such an issue, namely the speed of drivers, the great number of distractions including reversing cars from diagonal parks and poor decision making from drivers. I would like to receive information on future discussions and decisions relating to this issue please.



ENTERED

**SUBMISSION
NUMBER**

39

Joelene Noble

From: gavin.valentine@paradise.net.nz
Sent: Wednesday, 3 March 2010 9:19 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Gavin
Last Name: Valentine
Street Address: 36 Amritsar St
Suburb: Khandallah
City: Wellington
Phone: 021 842 846
Email: gavin.valentine@paradise.net.nz

I am representing: myself

Comments: Hi.

I commute every day along Thorndon Quay and was knocked off by a driver coming out of one of the parks you're looking at changing. Your changes would have meant I wasn't knocked off, I wasn't injured, and she wasn't charged with careless driving.

The reverse-out angle parks are an absolute nightmare for cyclists, same on Oriental Pde.

Good luck, good proposal.

Cheers.



ENTERED

**SUBMISSION
NUMBER**

40

Joelene Noble

From: dmbishop@xtra.co.nz
Sent: Thursday, 4 March 2010 2:25 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: David
Last Name: Bishop
Street Address: 74 Black Rock Road
Suburb: Newlands
City: Wellington
Phone: 04-470-8428
Email: dmbishop@xtra.co.nz

I am representing: myself

Comments: I support a pedestrian crossing half way down thorndon Quay, but suggest it has an island in the middle of the crossing to keep traffic flowing.
I request Council realign the angle parks, such that users have to reverse into them. This is common practise in Australia and makes for safer entry and egress from the parks. It would also aid provision of dedicated cycle lanes by ensuring vehicle movements into/out of angle parks are able to merge more easily



SUBMISSION
NUMBER

41

Joelene Noble

From: h.falkner@paradise.net.nz
Sent: Tuesday, 16 March 2010 8:25 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Hugh
Last Name: Falkner
Street Address: 31 Aplin Terrace
Suburb: Ngaio
City: WELLINGTON
Phone: 566 8004
Email: h.falkner@paradise.net.nz

I am representing: myself

Comments: As a cyclist it would be a great improvement to close the the parking spaces during the suggested period.
I would also note that Thordon seems to have an excess of resident parking in the side streets and that if this were to be reduced, this would allow some of the long term parking to be relocated away from the main route.

SUBMISSION
NUMBER

42

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Wednesday, 3 March 2010 9:47 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Nick
Last Name: Brown
Street Address: 57D Simla Crescent
Suburb: Khandallah
City: Wellington

I am representing: myself

Comments: I support the proposed changes.

I cycle this route each weekday between 7 and 9am, and have had several near-misses due to cars either pulling into diagonal parking spaces or trying to get out.

I also suggest that the southbound bus-only lane along Thorndon Quay just to the north of Mulgrave Street is changed to a bus lane, so that cyclists can use it. This would be very beneficial in allowing cyclists to get safely into the right hand lane before turning right into Whitmore Street. Currently getting into the right hand lane across 2-3 lanes of traffic is difficult and dangerous. To do so safely requires changing lanes well before Mulgrave Street and using the right hand lane for some distance. However this can slow down motorised vehicles. Allowing cycles to use the bus-only lane by converting it to a bus lane would solve this problem at almost no extra cost.



ENTERED

SUBMISSION
NUMBER

43

Joelene Noble

From: bill@apogee.co.nz
Sent: Friday, 5 March 2010 8:49 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: William
Last Name: Young
Street Address: 14 Twomey Grv
Suburb: Houghton Bay
City: Wellington
Email: bill@apogee.co.nz

I am representing: myself

Comments: Any cyclist will tell you that angle parking represents one of the greatest hazards on the road. This is especially true along Thorndon Quay, with the large number of tradesmen in their vans make it impossible for an automobile driver to see ANY oncoming traffic, much less a cyclist.

I do appreciate the small steps the city has taken to improve bicycle safety, Wellington still has a long way to go before it can be considered cycle friendly.

Wellington should either eliminate angle parking altogether or provide handy bike (pedestrian, rollerblade) paths to make the city more "green" and promote healthier lifestyles.

SUBMISSION
NUMBER

44

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Wednesday, 10 March 2010 9:23 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Jack
Last Name: Mace
Street Address: 92 Te Anau Rd
Suburb: Hataitai
City: Wellington

I am representing: myself

Comments: I support the move to put a pedestrian crossing in place near the Bordeaux Bakery. Large numbers of pedestrians cross the road here at all times of day, and there is almost always someone waiting to cross. I further support moves to make the street safer for cyclists. I cycle down Thorndon Quay twice a day (to and from work) and it is a rare day where I do not have to take evasive action to avoid a car reversing out of a park. This is the only black spot on what is otherwise a fantastic ride down from Hataitai and around the waterfront.

Joelene Noble

From: davidyoungmeyer@gmail.com
Sent: Wednesday, 10 March 2010 1:40 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: David
Last Name: Youngmeyer
Street Address: 2 Simla Crescent
Suburb: Khandallah
City: Wellington
Phone: 04-815-9387
Email: davidyoungmeyer@gmail.com

I am representing: myself

Comments: I live in Khandallah and regularly cycle along Thorndon Quay when traveling to and from work.

I find that this is dangerous route, especially in the mornings heading into the city. There is a lot of motor vehicle activity which increases risk to cyclists. For example:

- vehicles parking in the angle parks and hence crossing the space where cyclists are riding
- vehicles parked illegally (i.e., where there is no actual parking space)
- vehicles leaving parking spaces and entering the traffic stream
- vehicles crossing from one side of the road to the other or doing U-turns.
- vehicles making sudden movements or accelerations.

Cyclists need to keep to the left of the road as much as possible, but doing so puts them at risk of being hit by vehicles coming out of angle parks.

Often rows of angled parked vehicles can block a driver's view of the road as they attempt to enter the traffic stream.

It is also difficult for cyclists to tell when an angle parked car is about to move. The gap between angle parked cars and cyclists is small, meaning less time to react to sudden movements.

I strongly agree with the proposal to install a clearway on the southbound traffic lanes of Thorndon Quay between Tinakori Rd and Mulgrave St M-F between 7-9am. This will effectively minimise the existing conflict between vehicles and cycles, as well as other traffic.

The result should be fewer accidents involving cyclists and a better flow of traffic. A further benefit may be that with a safer route, more people will be encouraged to bike to and from work.

I also agree with the suggestion to install a new pedestrian crossing near the Bordeaux Bakery. This will provide a safe way for pedestrians to cross the road, without having to dodge vehicles as they do so.

Thank you for considering this submission and for working to enhance cycle safety in Wellington.

SUBMISSION
NUMBER

46

Joelene Noble

From: david.kirby@paconsulting.com
Sent: Thursday, 11 March 2010 12:19 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: david
Last Name: kirby
Street Address: 78 glenmore st
Suburb: thorndon
City: wellington
Phone: 0226408495
Email: david.kirby@paconsulting.com
I am representing: myself
Comments: I agree with the proposals



ENTERED

**SUBMISSION
NUMBER**

47

Joelene Noble

From: rayyates@xtra.co.nz
Sent: Thursday, 11 March 2010 12:20 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Ray
Last Name: Yates
Street Address: 17 Robertson Street
Suburb: Owhiro Bay
City: Wellington
Phone: 04 3836931
Email: rayyates@xtra.co.nz

I am representing: myself

Comments: I support the proposed changes in the parking as it will reduce the likelihood of accidents or near misses.



ENTERED

SUBMISSION
NUMBER

48

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Thursday, 11 March 2010 12:21 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Jackie

Last Name: O'Hagan

Street Address: 171 Orangi Kaupapa

Suburb: Northland

City: Wellington

I am representing: myself

Comments: I support the proposed changes

 ENTERED

SUBMISSION
NUMBER

49

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Thursday, 11 March 2010 12:26 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

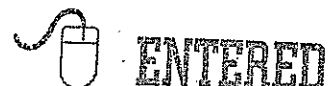
First Name: Gareth
Last Name: Hodkinson
Street Address: 20 A Plunket Ave
Suburb: Petone
City: Lower Hutt

I am representing: myself

Comments: I support the changes to the parking arrangement on Thorndon.

I support the idea of a new ped crossing.

However I have concerns that the changes in parking provision may cause more u-turns/crossing of on-coming traffic on Thorndon Quay, increasing dangers to north-bound cyclists at peak time. Also if a car is stationary ready to turn right across traffic, then cars/buses behind drive closer to the kerb to get round the stationary car, this encroaches on cyclists space. I suggest a designated lane/green lane to heighten awareness of cyclists along side.



SUBMISSION
NUMBER

50

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Thursday, 11 March 2010 12:33 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Damien
Last Name: Steel-Baker
Street Address: 11 Hume St
Suburb: Alicetown
City: Lower Hutt

I am representing: myself

Comments: I support the changes as I commute most days from the Hutt to Wellington along this route

SUBMISSION
NUMBER

51

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Thursday, 11 March 2010 12:33 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Neil
Last Name: Stodart
Street Address: 23 Waikato Street
Suburb: Island Bay
City: Wellington
I am representing: myself
Comments: I support the proposed changes.

SUBMISSION
NUMBER

52

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Thursday, 11 March 2010 12:40 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Bronwyn
Last Name: Ward
Street Address: 476 Evans Bay Parade
Suburb: Hataitai
City: Wellington

I am representing: myself

Comments: I support the proposed parking changes down Thorndon Quay to protect cyclists.



SUBMISSION
NUMBER

53

Joelene Noble

From: coburn_mark@hotmail.com
Sent: Thursday, 11 March 2010 12:49 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Mark
Last Name: Coburn
Street Address: 1/56 elizabeth street
Suburb: Mount victoria
City: Wellington 6011
Email: coburn_mark@hotmail.com

I am representing: myself

Comments: Fully support! Having extra space for city / south bound cyclists for that critical 7-9am time slot will have a huge positive effect. Thanks for the consultation

SUBMISSION
NUMBER

54

Joelene Noble

From: scotty.diana@xtra.co.nz
Sent: Thursday, 11 March 2010 12:52 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Diana
Last Name: Pedlow
Street Address: 14 Madras St
Suburb: Khandallah
City: WGTN
Phone: 4794173
Email: scotty.diana@xtra.co.nz

I am representing: myself

Comments: I support the changes proposed to southbound parking on Thorndon Quay. I cycle down there early morning 3 days a week and it is scary. Removing the parked cars for the proposed period of time will greatly improve visibility for both motorists and cyclists. Thanks.



ENTERED

SUBMISSION
NUMBER

55

Joelene Noble

From: amos.matt@gmail.com
Sent: Thursday, 11 March 2010 12:57 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Matt
Last Name: Amos
Street Address: 36 Brasell Street
Suburb: Epuni
City: Lower Hutt
Phone: 04 4772214
Email: amos.matt@gmail.com

I am representing: myself

Comments: I support the proposal in its entirety.



ENTERED

SUBMISSION
NUMBER

56

Joelene Noble

From: jill@forwardthinking.co.nz
Sent: Thursday, 11 March 2010 1:03 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Jill
Last Name: Ford
Street Address: 96 Coromandel st
Suburb: Newtown
City: Wellington
Phone: 043894496
Email: jill@forwardthinking.co.nz

I am representing: myself

Comments: Fully support removal of southbound parking on Thorndon Q between 7-9am. Should also have similar on northbound 5 - 7pm in evening for returning cyclists. Would be good idea if you had cycle lanes on; Adelaide / Riddiford st, Constable sts. This could be easily achieved on all 3 by removing parking on one side of road and moving centre line so there was room for cycle lanes. It would also speed up bus journeys. It is beyond me and most cyclists as to why cycle lanes weren't put in when all the alterations were done in front of hospital.

I live in Coromandel st and there are now 8 sets of traffic lights between my house and basin reserve. Traffic flow could have been greatly improved and reduced if more emphasis was on improving 'facilities' for cycle commuters.



ENTERED

**SUBMISSION
NUMBER**

57

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Thursday, 11 March 2010 1:03 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Andrew
Last Name: Cohen
Street Address: 67 Maida Vale Rd
Suburb: Roseneath
City: Wellington

I am representing: myself

Comments: I am in favour of the Thorndon Quay Proposed Parking Changes. Anything that helps cyclist safety has a positive effect and encourages more people to go cycling.



ENTERED

SUBMISSION
NUMBER

58

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Thursday, 11 March 2010 2:05 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Alex
Last Name: Revell
Street Address: 5 Edgeware Road
Suburb: Wilton
City: Wellington

I am representing: myself

Comments: I support the proposed changes, in particular the initiative to make Thorndon Quay safer for Cyclists by removing car parking between 7-9am.



SUBMISSION
NUMBER

59

Joelene Noble

From: lindsay.horton@minedu.govt.nz
Sent: Thursday, 11 March 2010 2:24 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Lindsay
Last Name: Horton
Street Address: 415 Ohariu valley Road
Suburb: Ohariu Valley
City: Wellington
Phone: 4785778
Email: lindsay.horton@minedu.govt.nz

I am representing: myself

Comments: I have had many close calls and know at least three guys that have had an accident on this stretch of road. It is treascherous.



ENTERED

SUBMISSION
NUMBER

60

Joelene Noble

From: kiwipete@gmail.com
Sent: Thursday, 11 March 2010 2:33 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Peter
Last Name: Gilbert
Street Address: 33 Tama St
Suburb: Alicetown
City: Lower Hutt
Phone: 021 225 4451
Email: kiwipete@gmail.com

I am representing: myself

Comments: Hi, I'd just like to offer my support to this proposal. I'm an experienced bike commuter (including commutes in New York, London, Washington DC) and I now regularly commute from Alicetown to The Terrace. Thorndon Quay is part of my route and I can confirm from personal experience that riding southbound on Thorndon Quay in the morning is easily one of the most treacherous sections of road I've had to negotiate. I believe removing angle parking between 7am and 9am is an excellent idea and will improve rider safety immensely. thanks.

Pete Gilbert



ENTERED

**SUBMISSION
NUMBER**

61

Joelene Noble

From: reg@springload.co.nz
Sent: Thursday, 11 March 2010 2:37 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Richard
Last Name: Sime
Street Address: 10 Wilson Grove
Suburb: Normandale
City: Lower Hutt
Phone: 801 8205
Email: reg@springload.co.nz

I am representing: myself

Comments: Thank-you for this. It's definitely a great start. Getting rid of angle parks will prevent accidents.

However, many cars will still swerve across the lanes in order to enter a parallel park. The drivers need to be made aware that there's a cycle lane there. This would mean a strip of green paint and a few upright road signs announcing the lane's presence. It's not enough to just hope the driver will notice the cyclist before it's too late. Vehicle drivers must be alerted before s/he attempts any lane crossing manouvers.

But definitely a good step in the right direction.

Thanks, Richard.



ENTERED

SUBMISSION
NUMBER

62

Joelene Noble

From: tom.halliburton@paradise.net.nz
Sent: Thursday, 11 March 2010 2:47 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Tom
Last Name: Halliburton
Street Address: 95 Wyndham Road
Suburb: Pinehaven
City: Upper Hutt
Phone: 04 972 9138
Email: tom.halliburton@paradise.net.nz

I am representing: myself

Comments: I strongly support the proposed changes. I cycle into Wellington from Silverstream, passing along Thorndon Quay at about 7:45 am. The proposal will significantly improve safety on what is currently one of the most dangerous parts of my journey.

A key requirement for the success of the changes will be enforcement. If the occasional vehicle violates the clearway, a very dangerous situation will be created.

The proposed change does not give as great an improvement as replacing angle parking with parallel parking, but nevertheless provides a very worthwhile improvement on the current situation.

The next most dangerous section of my commute is the Kaiwharawhara footpath cycleway. The least cost improvement to this might be the use of green "cycleway paint" across the exit areas from local businesses, to draw attention to the possibility of passing cyclists. I would like to suggest that this also be considered.



ENTERED

**SUBMISSION
NUMBER**

63

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Thursday, 11 March 2010 2:47 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Nicholas

Last Name: Boyens

Street Address: 10 Goddard grove

Suburb: Churton Park

City: Wellington

I am representing: myself

Comments: I support the proposed changes to the parking on Thorndon Quay.



ENTERED

SUBMISSION
NUMBER

64

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Thursday, 11 March 2010 2:47 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Julian
Last Name: Bruce-Miller
Street Address: 192 Dowse Drive
Suburb: Maungaraki
City: Lower Hutt

I am representing: myself

Comments: I am writing to support the proposed changes to the Thorndon Quay parking. I cycle to work from Lower Hutt 5 days a week and travel southbound along Thordon Quay usually at around 8am. Along with the shared pedestrian/cycle lane on Kaiwharawhara Rd I find Thordon Quay to be the most dangerous part of my journey and have had several near misses with cars turning into and reversing out of parking spaces. I feel the proposed changes would go some way to making Thordon Quay safer for cyclists though I feel dedicated cycle lanes would be a safer solution.

Regards, Julian Bruce-Miller



ENTERED

SUBMISSION
NUMBER

65

Joelene Noble

From: daniel.reynolds2@anznational.co.nz
Sent: Thursday, 11 March 2010 2:49 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: daniel
Last Name: reynolds
Street Address: 39 marine pde
Suburb: eastbourne
City: lower hutt
Email: daniel.reynolds2@anznational.co.nz

I am representing: myself

Comments: I agree that this is one of the most dangerous parts of my ride from Eastbourne to wellingtons CBD. Not only is it dangerous 7am-9am, it is also dangerous 4.30pm-6.00pm northbound. Perhaps removing northbound parking could be considered in the evening.

Only yesterday a car pulled out on me and then had the cheek to toot its horn at me. My friends and I are big fans of the green cycle ways as they seem to make motorists a lot more aware of the cyclists.

It is very much appreciated that cyclist are being considered in planning traffic strategy.

regards



ENTERED

SUBMISSION
NUMBER

66

Joelene Noble

From: kevan.scott@treasury.govt.nz
Sent: Thursday, 11 March 2010 2:52 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Kevan
Last Name: Scott
Street Address: 14 Madras St
Suburb: Khandallah
City: Wellington
Phone: 9176156
Email: kevan.scott@treasury.govt.nz

I am representing: myself

Comments: I support th proposal. Thorndion Quiay is currently a death trap for cyclists



ENTERED

SUBMISSION
NUMBER

67

Joelene Noble

From: the-jono-in-the-hood@hotmail.com
Sent: Thursday, 11 March 2010 5:56 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Jono
Last Name: Wood
Street Address: 2 Newcombe Crescent
Suburb: Karori
City: Wellington
Phone: 0272245191
Email: the-jono-in-the-hood@hotmail.com

I am representing: myself

Comments: I support the proposed changes. This will truly be a step forward for the safety of cyclists in Wellington.



**SUBMISSION
NUMBER**

68

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Thursday, 11 March 2010 7:26 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Rebecca
Last Name: Speirs
Street Address: 23 Waikato Street
Suburb: Island Bay
City: Wellington

I am representing: myself

Comments: I support these changes - it's will be great to see improvements in this area. Hopefully this is just the start of further cycling improvements around the city.



ENTERED

**SUBMISSION
NUMBER**

69

Joelene Noble

From: john.diane@paradise.net.nz
Sent: Thursday, 11 March 2010 7:54 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: John
Last Name: Baldwin
Street Address: 31 Parakai St
Suburb: Paraparaumu
City: Paraparaumu
Phone: 04 905 3307
Email: john.diane@paradise.net.nz

I am representing: an organisation

Organisation Name: Kapiti Cycling Incorporated

Comments: We fully support Council's initiative and are of the view that when implemented cycling along Thorndon Quay will be less hazardous, more enjoyable and will assist in attracting more commuters to cycle to and from work during the week.



ENTERED

SUBMISSION
NUMBER

70

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Thursday, 11 March 2010 8:11 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Adriana

Last Name: Fontan

Street Address: 204 Rintoul St

Suburb: Berhampore

City: Wellington

I am representing: myself

Comments: Cycling behind cars parked at an angle is very dangerous for cyclists at any time of the day and safe cycling should be encouraged at all times of the day. Therefore, I suggest that a cycle lane is created between the footpath and the parked cars. A barrier or alternatively obstacles to stop car wheels should be installed in order to prevent cars from backing into the cycle lane. The cycle lane and kerb should be clearly painted and sign posted in order to warn pedestrians of its existence.

SUBMISSION
NUMBER

71

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Thursday, 11 March 2010 8:40 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Anna
Last Name: Smith
Street Address: 2 Newcombe Cres
Suburb: Karori
City: Wellington

I am representing: myself

Comments: I support the proposed parking changes on Thorndon Quay which should make it a lot safer for cyclists.



ENTERED

SUBMISSION
NUMBER

72

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Thursday, 11 March 2010 8:52 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: mirko
Last Name: zatezalo
Street Address: 8 roach street
Suburb: marewa
City: napier
I am representing: myself



ENTERED

SUBMISSION
NUMBER

73

Joelene Noble

From: fantapants@xtra.co.nz
Sent: Thursday, 11 March 2010 11:33 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Geoff
Last Name: McDonnell
Street Address: 10a Nether Green Cres
Suburb: Johnsonville
City: Wellington
Phone: 04 4774403
Email: fantapants@xtra.co.nz

I am representing: myself

Comments: Having seen three accidents and numerous close calls along thorndon quay I couldn't be more in support. The reported accidents are just the tip of the iceberg. I was hit off my bike opposite bodyworks by driver pulling in front of me to angle park. I look forward to a clear ride along here come April. Many Thanks



ENTERED

Joelene Noble

From: samj@candoo.co.nz
Sent: Friday, 12 March 2010 1:00 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Sam
Last Name: Jennings
Street Address: PO Box 12001
Suburb: Thorndon
City: Wellington
Phone: 044711130
Email: samj@candoo.co.nz

I am representing: myself

Comments: In my submission spending \$80,000 to install the clearway option is completely unnecessary when the existing project (CX493) is already funded to improve access along both Aotea and Waterloo Quays.

It is unnecessary to spend \$80,000 simply for the convenience of cyclists. From the fork on Hutt Road (left to Aotea Quay and to the right - thorndon Quay [near the ferry terminal]) it is 2.2 km distance to the train station (which is the point at which cyclists would access featherston st and the Terrace using either route) it is 3.6 km in distance using the Aotea Quay/Waterloo Quay Route. There are also existing Westpac Trust walkways which mean that Cyclists would not need to cross traffic to get from the eastern side of the traffic when heading southbound along the Aotea Quay/Waterloo Quay route.

The difference in distance is marginal. It would add a mere 2-3 minutes per cycle trip if travelling at the same speed. It is likely that a greater speed could be gained by taking the Aotea Quay/Waterloo Quay route because the various hazards on the Thorndon Quay Route would likely mean that cyclists are travelling slower than they might otherwise.

The Aotea Quay/Waterloo Quay option has been declared in the paper as a high quality shared cycle path which would join the existing Hutt Road shared footpath with the waterfront promenade.

It seems to me that WCC should be supporting this concept at the cycle gateway to the CBD which would provide a continuous off road facility from the Hutt Valley to the Miramar cutting.

In my view, the proposal for clearways is a 'would be nice to do' proposal but not one which is required. I do not believe that the Aotea/Waterloo Quay option should be discounted as it has been.

If cyclists using the Thorndon Quay route genuinely are concerned about their safety then they can elect to use the safer Aotea Quay/Waterloo Quay route.

I do not believe expenditure of \$80,000 can be justified just because some cyclists may elect to take a marginally shorter route to access the Terrace or Featherston St.

The clearway option will adversely affect businesses. Clearways will lack effectiveness unless they are policed for the full 2 hour period by multiple parking wardens along the 1.3km route as taxi's will likely to continue to set down and pick up passengers and couriers make pickups and drop offs in the clearway zone. This will add to the safety risk exposed to cyclists, in terms of opening doors and people crossing the road. The placement of the clearways may also cause some drivers to stop in the southbound laneway to turn right into the parking spaces to the side of the northbound laneway. This will have implications for traffic flow and may encourage vehicles to under-pass stationary vehicles and enter the clear way zone momentarily. This exposes cyclists and pedestrians to additional risk.

The risk presented by vehicles exiting driveways will remain, and may in fact increase. That is because parked traffic at the moment ensures that vehicles slowly exist driveways as often the view is not clear and drivers must take extra caution. Often vehicles can only enter traffic when allowed to do so by a motorist in the line of traffic or if a big enough gaps exists. The existing risk to cyclists arises from cyclists operating at speed at often a greater speed than road traffic. The clearways will allow vehicles, who will likely be concentrating on the flow of traffic, to pull out into the clearway zone at greater speed in order to merge in to the heavy flows of traffic.

There is no mention of loss in revenue from the parking spaces during operation of the clearway zones. It is appropriate for revenue analysis to be done to fully understand the cost of the clearway proposal. That cost would be ongoing.

I believe that part of contributing reason for the high rate of accidents along the Thorndon quay route is because of the high speed at which cyclists are travelling and their practice of undercutting and frequent weaving in and out of slower road traffic, which i have observed as a regular user of this route and parking spaces. If there is any issue with the parking facilities in place it is the fact that they are angled parking and this restricts the view of drivers reversing out of car parks. Accidents caused because of vehicles entering carparks seem to occur through inattention of both cyclists and drivers.

Thank you for considering my submission. I would be happy to speak to these comments.

Regards

Sam Jennings

**SUBMISSION
NUMBER**

75

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Friday, 12 March 2010 7:26 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Stuart
Last Name: Kuus
Street Address: 37A Heke St
Suburb: Ngaio
City: Wellington

I am representing: myself

Comments: I think this will be a great idea as there is still parking on the other side of the road and most shops along Thorndon Quay don't open till 9 anyway.

SUBMISSION
NUMBER

76

Joelene Noble

From: elia.kyriacou@tec.govt.nz
Sent: Friday, 12 March 2010 8:27 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Elia
Last Name: Kyriacou
Street Address: 15 Kimball Place
Suburb: Johnsonville
City: Wellington
Phone: 04 462 5316
Email: elia.kyriacou@tec.govt.nz

I am representing: myself

Comments: After a number of close calls riding along Thorndon Quay, anything that can improve the safety for cyclists would be much welcomed. Definetely support this change.



ENTERED

**SUBMISSION
NUMBER**

77

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Friday, 12 March 2010 8:42 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Shane
Last Name: Mather
Street Address: 154 Kings Cres
Suburb: Epuni
City: Lower Hutt

I am representing: myself

Comments: Fantastic. As a regular commuter from lower hutt this has been one of the danger spots. I know of several colleagues that have had accidents requiring hospital care commuting to work over the last few years and all have been a result of accidents with cars using parks on thordon quay. Well done WCC!



ENTERED

**SUBMISSION
NUMBER**

78

Joelene Noble

From: scoppard@clear.net.nz
Sent: Friday, 12 March 2010 8:57 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Stephen
Last Name: Coppard
Street Address: 280 The Parade
Suburb: Island Bay
City: Wellington
Phone: 04 383 5299
Email: scoppard@clear.net.nz

I am representing: myself

Comments: Thorndon Quay is the only convenient way North out of the city for cyclists. I support any changes that will make it safer.

**SUBMISSION
NUMBER**

79

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Friday, 12 March 2010 9:32 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Ian
Last Name: Thompson
Street Address: 22 Abbott Street
Suburb: Ngaio
City: Wellington

I am representing: myself

Comments: Angle parking is dangerous as some drivers can't see cyclists when backing out. I would close parking in the southbound lane 7am to 9am.



ENTERED

SUBMISSION
NUMBER

80

Joelene Noble

From: david.foster@fish.govt.nz
Sent: Friday, 12 March 2010 10:32 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: David
Last Name: Foster
Street Address: 8 Alder Place
Suburb: Newlands
City: Wellington
Email: david.foster@fish.govt.nz

I am representing: myself

Comments: I support the proposals for two reasons. The first is that I am one of the commuter cyclists who bike along Thorndon Quay most days. On that stretch of road I am always looking out for backing lights from reversing vehicles. Removing parking on that side of the road sounds like a sensible idea. The second reason I support the proposal is that I sometimes have to commute by bus. I find it incredibly annoying that bus trips often take more than twice as long as bike trips due to traffic congestion. Having a dedicated bus lane on Thorndon Quay could speed bus trips up to some degree. Now if only we could get a bus lane down Ngauranga Gorge.....



ENTERED

**SUBMISSION
NUMBER**

81

Joelene Noble

From: john.forne@gmail.com
Sent: Friday, 12 March 2010 11:54 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: John
Last Name: Forne
Street Address: 134A Evans Bay Parade
Suburb: Roseneath
City: Wellington
Email: john.forne@gmail.com

I am representing: myself

Comments: Hi there
I support the proposed changes - for improving Thorndon Quay commuting.

Improving the safety of cycling on roads throughout Wellington would be ideal and the proposed changes on Thorndon Quay represent a step in this direction.

Thank you!

John



ENTERED

SUBMISSION
NUMBER

82

Joelene Noble

From: steve.orchard@ap.att.com
Sent: Friday, 12 March 2010 11:54 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Steve
Last Name: Orchard
Street Address: 71 Simla Cres
Suburb: Khandallah
City: Wellington
Phone: 4987707
Email: steve.orchard@ap.att.com

I am representing: myself

Comments: I agree with applying a clearway on the southbound side of Thorndon Quay. Makes good sense, good move. Also perhaps more cyclist awareness signs? Drivers turning across from other side still can not see cyclists.



**SUBMISSION
NUMBER**

83

Joelene Noble

From: rhys@firststar.co.nz
Sent: Friday, 12 March 2010 12:00 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Rhys
Last Name: Musson
Street Address: 49B Bombay Street
Suburb: Ngaio
City: Wellington
Phone: 043849169
Email: rhys@firststar.co.nz

I am representing: myself

Comments: I support this proposal - as a semi regular cyclist between Ngaio and Blair Street I can attest to the dangers of riding south on Thorndon Quay in the mornings (and agree that the problem doesn't really exist in the evening). Removing the angle parks between 7am and 9am on the south bound side of the road is an excellent solution. Regards. Rhys



ENTERED

**SUBMISSION
NUMBER**

84

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Friday, 12 March 2010 12:07 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Peter
Last Name: Rose
Street Address: 49 Cashmere Avenue
Suburb: Khandallah
City: Wellington

I am representing: myself

Comments: Ideally I would prefer a dedicated cycle lane from the Hutt Rd to the CBD but I support any effort to improve safety on this route. I cycle to work along Thorndon Quay every day and have been hit by vehicles turning into parking spaces twice in the last 18 months so welcome any effort to improve the situation. That said, this won't stop those drivers that suddenly career to the kerb to drop off passengers or those who seem to use the angled parking area as a turning circle.



ENTERED

**SUBMISSION
NUMBER**

85

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Friday, 12 March 2010 12:11 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Marty
Last Name: McDonnell
Street Address: 3/324 The Terrace
Suburb: Te Aro
City: Wellington

I am representing: myself

Comments: I support the changes to parking on Thordon Quay. Good to see improvements for cyclists safety

SUBMISSION
NUMBER

86

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Friday, 12 March 2010 12:20 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: alexander
Last Name: macfarlane
Street Address: 11 Norna crescent
Suburb: kelburn
City: wellington
I am representing: myself
Comments: Agree with & support proposedchanges

**SUBMISSION
NUMBER**

87

Joelene Noble

From: mcknight@paradise.net.nz
Sent: Friday, 12 March 2010 1:01 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: John
Last Name: McKnight
Street Address: 69 Cypress Drive
Suburb: Maungaraki
City: Lower Hutt
Phone: 0275447787
Email: mcknight@paradise.net.nz

I am representing: myself

Comments: Thorndon Quay is probably the most dangerous section of my regular cycle commute to work. I fully support the proposal to prevent southbound parking from 7:00 to 9:00 am.



ENTERED

**SUBMISSION
NUMBER**

88

Joelene Noble

From: websters.nz@xtra.co.nz
Sent: Friday, 12 March 2010 1:04 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Alec
Last Name: Webster
Street Address: 4/148 Tory Street
Suburb: Te Aro
City: Wellington
Phone: 04 381 0303
Email: websters.nz@xtra.co.nz

I am representing: myself

Comments: I would like to add my support to this proposal. While I won't personally benefit from the proposed changes I have had a number of near misses at other times of the day as a result of the parking configuration on this stretch of road. I can see it will be very beneficial to cyclists who commute along this route



ENTERED

SUBMISSION
NUMBER

89

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Friday, 12 March 2010 1:04 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Michael
Last Name: Fox
Street Address: 6 Burgess Rd
Suburb: Johnsonville
City: Wellington

I am representing: myself

Comments: Good initiative to adjust the parking on Thorndon Quay to allow bikers to commute safely.
Maybe review those traffic calmers taht have been put in at the entrance and exit of Tawa. They are death traps for cyclists as the raods aré narrowed by them to the extent that a bike and car can not go through together.



ENTERED

**SUBMISSION
NUMBER**

90

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Friday, 12 March 2010 1:07 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Steve
Last Name: McDonald
Street Address: 97 Emerald Hill Drive
Suburb: Birchville
City: Upper Hutt

I am representing: myself

Comments: AS a regular cyclist I support this proposal and any other agreed moves to improve cycling safety



ENTERED

**SUBMISSION
NUMBER**

91

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Friday, 12 March 2010 1:19 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Paul
Last Name: Waite
Street Address: 26 Exploration Way
Suburb: Whitby
City: Porirua

I am representing: myself

Comments: Although living outside Wellington City I regularly go on cycle rides which take us along Thorndon Quay and as a result I strongly support this proposal.



ENTERED

**SUBMISSION
NUMBER**

92

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Friday, 12 March 2010 1:50 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Bridgit
Last Name: Taylor
Street Address: PO Box 11831
Suburb: Manner St
City: Wellington

I am representing: myself

Comments: I wish to convey more support for the proposed parking changes on Thorndon Quay (removing southbound parking from 7 to 9am mon to fri). This will greatly improve safety for cyclists during peak time for commuters.

Kind regards,
Bridgit Taylor

SUBMISSION
NUMBER

93

Joelene Noble

From: jono@paratu.net
Sent: Friday, 12 March 2010 1:55 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Jonathan
Last Name: Halliwell
Street Address: 11 Paratu Way
Suburb: Strathmore Park
City: Wellington
Phone: 0274905158
Email: jono@paratu.net

I am representing: myself

Comments: As a frequent cycle user of Thorndon Quay, Northbound and Southbound, and having seen the consequences of a work colleague being hit in this vicinity this proposal is an excellent step to start improving cyclist safety in the area.



ENTERED

SUBMISSION
NUMBER

94

Joelene Noble

From: tony.lines@kensingtonswan.com
Sent: Friday, 12 March 2010 1:59 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Tony
Last Name: Lines
Street Address: 7 trelissick cres
Suburb: Ngaio
City: Wgtn
Phone: 4980805
Email: tony.lines@kensingtonswan.com

I am representing: myself

Comments: Its a good start though danger is high too because of angle parking -when cars pull out they can't see bikes behind them. I ride it at lunch time and rate it one of the most dangerous sts in Wgtn. I have to ride a min of 2 m away from angle parked cars and that puts you in the traffic but you have Hobson's choice.

**SUBMISSION
NUMBER**

95

Joelene Noble

From: john@nzij.co.nz
Sent: Friday, 12 March 2010 2:48 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: John
Last Name: Reuhman
Street Address: Unit 1 Level 9 Willbank House
Suburb: Wellington CBD
City: Wellington
Phone: 021 475 188
Email: john@nzij.co.nz

I am representing: myself

Comments: Great move. Especially as I have been knocked off my bicycle by a car turning on this stretch of road and suffered some bruising and wrecked forks and wheel. Plus plenty of near misses.



ENTERED

**SUBMISSION
NUMBER**

96

Joelene Noble

From: dlloyd@mercon.co.nz
Sent: Friday, 12 March 2010 2:50 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: David
Last Name: Lloyd
Street Address: 63 Rama Crescent
Suburb: Khandallah
City: Wellington
Phone: 64 27 4 449 6767
Email: dlloyd@mercon.co.nz

I am representing: myself

Comments: Thanks for allowing the opportunity to comment on the proposed changes. As an occasional cyclist I welcome any changes you make to improve safety for cyclists in Wellington. Thorndon Quay is always a dangerous route for me, so I hope these proposals will proceed.



ENTERED

SUBMISSION
NUMBER

97

Joelene Noble

From: paul.fernyhough@xtra.co.nz
Sent: Friday, 12 March 2010 2:53 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Paul
Last Name: Fernyhough
Street Address: 24e Mandalay Terrace
Suburb: Khandallah
City: Wellington
Phone: 021 477 998
Email: paul.fernyhough@xtra.co.nz

I am representing: myself

Comments: I fully support the implementation of a clearway along Thorndon Quay between 7 and 9am. An excellent Idea that could easily be replicated elsewhere.



ENTERED

SUBMISSION
NUMBER

98

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Monday, 15 March 2010 10:09 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Kees

Last Name: Hyink

Street Address: 4A Kohima Drive

Suburb: Khandallah

City: Wellington

I am representing: myself

Comments: I support the proposed parking changes.

**SUBMISSION
NUMBER**

99

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Monday, 15 March 2010 1:49 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Greg
Last Name: Taylor
Street Address: 30 Hinau St
Suburb: Woburn
City: Lower Hutt

I am representing: myself

Comments: Well done as it is difficult balancing the needs of both Motorists and cyclists, but this is a dangerous area with a bad rep so think you are on the right track with this proposal.

**SUBMISSION
NUMBER**

100

Joelene Noble

From: kswadling@doc.govt.nz
Sent: Monday, 15 March 2010 10:41 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Kerry
Last Name: Swadling
Street Address: 181 Thorndon Quay
Suburb: Thorndon
City: Wellington
Phone: 470 8416
Email: kswadling@doc.govt.nz

I am representing: myself

Comments: I support the proposed changes to parking in Thorndon Quay, and particularly support the proposed pedestrian crossing midway between Davis Street and the motorway overbridge, as crossing this busy street is a significant hazard for staff in our office - I have had a number of near misses myself while trying to cross the street

SUBMISSION
NUMBER

101

Joelene Noble

From: rick@arthurholmes.co.nz
Sent: Monday, 15 March 2010 9:48 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: rick
Last Name: holmes
Street Address: 15 baroda st
Suburb: khandallah
City: wellington
Phone: 479 0304
Email: rick@arthurholmes.co.nz

I am representing: myself

Comments: sounds very sensible, anything along those lines for major cycle routes is going to reduce accidents.
Would also think having a cycle lane on Hutt Rd between Onslow Rd & Thorndon Quay would also prevent lots of nasy accidents when cyclists use the footpath with vehicles exiting form businesses hitting them.



ENTERED

**SUBMISSION
NUMBER**

102

Joelene Noble

From: abdul.izaz@gen-i.co.nz
Sent: Monday, 15 March 2010 9:26 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Abdul
Last Name: Izaz
Street Address: 54 Kanpur Road
Suburb: Broadmeadows
City: Wellington
Phone: 04 478 4686
Email: abdul.izaz@gen-i.co.nz

I am representing: myself

Comments: I support the proposed changes. This will have minimal impact in terms of local business whilst improving the safety of cyclists.

**SUBMISSION
NUMBER**

103

Joelene Noble

From: chris.gollins@colliers.co.nz
Sent: Sunday, 14 March 2010 8:40 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Chris
Last Name: Gollins
Street Address: 113a motuhara rd
Suburb: karehana bay
City: Porirua city
Phone: 021422227
Email: chris.gollins@colliers.co.nz

I am representing: myself

Comments: I fully support the initiative and commend WCC for seeking solutions to make commuting safer for the increasing number of cyclists.



ENTERED

SUBMISSION
NUMBER

104

Joelene Noble

From: gillian_bruce@paradise.net.nz
Sent: Sunday, 14 March 2010 5:00 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Gillian
Last Name: Bruce
Street Address: 14 Lochiel Rd
Suburb: Khandallah
City: Wellington
Phone: 977 1704
Email: gillian_bruce@paradise.net.nz

I am representing: myself

Comments: I strongly support the proposal. I bike regularly along this route at peak hours. Also at this time of morning they are often so focussed on parks they forget to check their mirrors to see who may be on their inside. It would be great if you could also so the same on the northbound land between 4-6pm. Cars leaving parks cannot see cyclists until they pull right out - by which time they may have collected a cyclist or two.



ENTERED

**SUBMISSION
NUMBER**

105

Joelene Noble

From: john_biker@fingertip.co.nz
Sent: Sunday, 14 March 2010 11:12 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: John
Last Name: Unwin
Street Address: 11 Glamorgan St
Suburb: Northland
City: Wellington
Phone: 4758938
Email: john_biker@fingertip.co.nz

I am representing: myself

Comments: I commend this initiative. These proposals will reduce the chance of drivers accidentally colliding with cyclists.

SUBMISSION
NUMBER

106

Joelene Noble

From: nzjobeale@gmail.com
Sent: Saturday, 13 March 2010 12:55 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Mike
Last Name: Beale
Street Address: 41 Grove Road
Suburb: Kelburn
City: Wellington
Phone: 04 9706470
Email: nzjobeale@gmail.com

I am representing: myself

Comments: Increasing rider safety will encourage more and more people to leave their cars at home and ride to work. This will benefit the individuals through improve health and fitness as well as help to reduce vehicle congestion in the city.



ENTERED

SUBMISSION
NUMBER

107

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Friday, 12 March 2010 10:51 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Peter
Last Name: van Oossanen
Street Address: 12 Aintree Grove
Suburb: Churton Park
City: Wellington

I am representing: myself

Comments: Fully support this initiative to improve cyclist safety. Should now only have to worry about cars turning right across the traffic to enter the few buildings along this stretch.



ENTERED

SUBMISSION
NUMBER

108

Joelene Noble

From: kimandpete@paradise.net.nz
Sent: Friday, 12 March 2010 9:02 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Peter
Last Name: Lucock
Street Address: 5 Field Street
Suburb: Silverstream
City: Upper Hutt
Phone: 04-9764250
Email: kimandpete@paradise.net.nz

I am representing: myself

Comments: I travel 28km from Silverstream daily (week days) with a group of between 4-10 riders. We have to button off speed and extra precautions on this very dangerous stretch of road. Most of the time I do NOT blame motorists when they're backing out of parks. Often they just cannot see a cyclist despite cyclists using effective reflective clothing and front headlights. Making it through that stretch unscathed (both in the Southern and Northern directions) is a relief. For the record I happily bike commute 12,000km per year and Thorndon Quay is a major hot-spot for cycle-motorist incidents for me (obviously my personal observations).



ENTERED

SUBMISSION
NUMBER

109

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Friday, 12 March 2010 8:45 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Chris

Last Name: Meyer

Street Address: 18 Trafalgar ST

Suburb: Johnsonville

City: Wellington

Phone: 044774752

I am representing: myself

Comments: I totally support the changes to improve safety for cyclists in Thorndon Quay.



ENTERED

SUBMISSION
NUMBER

110

Joelene Noble

From: jamie.evans@ccdhb.org.nz
Sent: Friday, 12 March 2010 3:44 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Jamie
Last Name: Evans
Street Address: 5A/Park Ave
Suburb: Park Ave
City: Lower Hutt, Wellington
Phone: 0273691234
Email: jamie.evans@ccdhb.org.nz

I am representing: myself

Comments: As a cycle commutor I find this stretch of road fraught with cars reversing out of parks into the path of on-coming cyclists. An improvement in this situation would be appreciated.



ENTERED

**SUBMISSION
NUMBER**

///

Joelene Noble

From: jamie.hodgkinson@telecom.co.nz
Sent: Friday, 12 March 2010 3:00 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Jamie
Last Name: Hodgkinson
Street Address: 72 Cashmere Avenue
Suburb: Khandallah
City: Wellington
Phone: 04 479 7999
Email: jamie.hodgkinson@telecom.co.nz

I am representing: myself

Comments: I support the proposed changes - especially the 7am-9am clearway. As a regular cyclist I find Thorndon Quay to be a dangerous area in general and support changes to make it safer. It may also be sensible to reduce the speed limit in this stretch of road also.

Regards, Jamie



ENTERED

SUBMISSION
NUMBER

112

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Friday, 12 March 2010 2:56 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Michele

Last Name: domaneschi

Street Address: 15 Ravi Street

Suburb: khandallah

City: wellington

I am representing: myself

Comments: I support this proposal.



ENTERED

Joelene Noble

From: mark@teeholdings.co.nz
Sent: Thursday, 11 March 2010 2:28 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Mark
Last Name: Turner
Street Address: 191 Thorndon Quay
Suburb: Thorndon
City: Wellington
Phone: 04 472 1260
Email: mark@teeholdings.co.nz

I am representing: an organisation

Organisation Name: The Thorndon Centre Ltd

Comments: 1. We feel that the Council has done a poor job of communicating this proposal. It would have been appropriate that the landlords and tenants on Thorndon Quay were approached directly. We were informed of this proposal by a tenant and otherwise we may not have had time to make a submission.

We would like further information on the specifics of where the accident have been happening and would like to discuss our issues with you directly.

We are currently working on some initiatives with other landlords on Thorndon Quay and would like more time to crystallise our thoughts before a new system is instituted.

2. How will companies like City Timber receive deliveries in the morning if it is a clearway from 7-9am.

3. We have car parking for 140 cars with access from our eastern side and we find it extremely difficult to turn right out of the drive way due to the lack of visibility in the afternoon/evening time. We have had it reported to us and have personally experienced having cyclists hitting the bonnet's of our cars as they ride past while we are creeping out into the traffic to see if the way is clear to turn right. Even tall 4wd vehicles have difficulty seeing.

3. Additionally as the bus stop is immediately to our left as we leave the parking area we are blocked in by the buses if more than one turns up at the same time. Even if there is only one bus if we are attempting to turn left we are unable to unless we pull out into the south bound lane which can be dangerous.

We suggest that the bus stop should be moved to in front of the Watty! Paint Centre car park as it will give visibility to cars leaving our building. We also suggest that the car parking that replaces the current bus stop should be parallel to allow clearance for the buses as they leave the stop and that the current parallel parking in front of Jacobsens store remain parallel as this

would provide substantial area of visibility to accommodate the pedestrian crossing area.

Our building offers access from Hobson St though to Thorndon Quay and due this and the fact that the Bordeaux Bakery is situated on the other side of the road means that a lot of people cross the road in this area.

Have you considered having some areas on the north bound side a clearway between 4-6pm as we are surprised that there has not been more accidents at this time. In our experience we would have thought that this time would be more dangerous for cyclists than the morning period.

4. We would like more specifics on where the pedestrian crossing is to be situated as we have an additional car parking area that accommodates 14 cars on the western side of the bus stop so this is quite a congested area. We are concerned that a pedestrian crossing will potentially force cyclists further into the road and so the crossing would be counterproductive to what you are aiming to achieve.

We suggest that a small traffic island that provides a safe place to wait in the middle of the road for pedestrians may be more appropriate in this area compared to a full pedestrian crossing.

5. The long term parking that you are suggesting near Tinakori Rd will remove most of the short term parking around the Woolstore Design Centre which will be bad for the businesses that operate out of that building.

**SUBMISSION
NUMBER** 114

Joelene Noble

From: ruderger@hotmail.com
Sent: Tuesday, 9 March 2010 6:48 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Gareth
Last Name: Clarke
Street Address: 5-116 Mairangi Road
Suburb: Wilton
City: Wellington
Email: ruderger@hotmail.com
I am representing: myself
Comments: Great idea and I hope to see more like it.



ENTERED

SUBMISSION
NUMBER

115

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Wednesday, 17 March 2010 11:02 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Eileen
Last Name: Delahunty
Street Address: Kowhai Street
Suburb: Naenae
City: Lower Hutt

I am representing: myself

Comments: I support the proposal to improve road safety for cyclists commuting on Thorndon Quay by:
- removing southbound parking between 7.00am to 9.00am Monday to Friday to increase distance between turning vehicles and cyclists.
- converting angle parking at the western end of Thorndon Quay from 90 minutes maximum to 10 hours maximum.



ENTERED

SUBMISSION
NUMBER

116

Joelene Noble

From: beth.goodwin@med.govt.nz
Sent: Tuesday, 9 March 2010 2:06 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

Follow Up Flag: Follow up
Flag Status: Red

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Beth
Last Name: Goodwin
Street Address: 45 Balfour St
Suburb: Mornington
City: Wellington
Email:

I am representing: myself

Comments: I am a regular commuter and recreational road cyclist in Wellington and occasionally use Thorndon Quay.

I think it is important to consider in the proposal that angle parking is dangerous to cyclists. Mirrors do not allow drivers to easily see cyclists when they are pulling out of angle parks. This is different to parallel parking where the cyclist can be visible in the driver's wing mirror. I regularly have to brake strongly or pull out into the traffic to avoid a car which has started backing out of an angle park without seeing me. This is most prevalent on Oriental Parade for me as I bike that route often, but the principle applies anywhere there is angle parking.

My preferred option would be 5.3, to change one side of the road to-parallel parking to make way for permanent cycle lanes. However, this option has been discounted.

I am not happy with the proposed option 5.4, a clearway in the southbound lane 7-9am. Would the clearway be cyclists-only, or open to all traffic? I note that the existing clearways, for example, Bowen St, which are open to all traffic are just as dangerous as other roads because they often are narrow, without a verge, and the cyclist has to ride in the stream of traffic, with motorists frequently passing cyclists at a dangerously close distance.

I think the clearway should be cyclists-only.



ENTERED

SUBMISSION
NUMBER

117

Joelene Noble

From: jude.ellis@med.govt.nz
Sent: Tuesday, 9 March 2010 2:18 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Jude
Last Name: Ellis
Street Address: 129 Onslow Road
Suburb: Khandallah
City: WELLINGTON
Email: jude.ellis@med.govt.nz

I am representing: myself

Comments: Hi Paul
I have noticed the huge increase in cyclists along Thorndon Quay in the 6-7 years I have been commuting along that route - I've never had an accident along there but have had numerous close calls.

I like the idea of a clearway on the southbound side only between 7-9 increasing space, visibility and the margin of error for cyclists (and cars) - only this morning I nearly got cleaned out by a car turning into a park on that side of the road (was shielded by a bus that had stopped in traffic).

The clearway would need to extend from Guthrie Bowron to at least the pedestrian crossing just past the vehicle testing station. Though I suspect that may push cars to the parks between the crossing and Early Settlers increasing the hazard through that stretch, so prob a clearway all the way through to the bus stop by Early Settlers?

Continuing the shared cycle/walkway would also be ideal but understand this is problematic with shop entrances along that stretch of road.

Other comments on this stretch of road - quite often there are vans or small trucks (longer vehicles) parallel parked and even if they park right against the kerb I am still forced to cycle out too close to the traffic (for my liking) to bike around their vehicles. This is particularly hazardous when they have material overhanging the back of their vehicle.

Another pedestrian crossing at the southern end would also be very welcome - on the odd occasion when I walk to work crossing the road is a challenge at peak hour (I use the walkway that goes under the overbridge by HireQuip) - I also notice lots of school students struggling to get across the road from bus stops.

Buses cutting cyclists off when pulling into bus stops is the number 1 hazard in my experience along Thorndon Quay - they only have to wait a few seconds to let the cyclists by, but rarely do they have the patience or manners.

Heading home northbound is not nearly as hazardous in my experience - the key thing to watch for is cars pulling out of car parks (with poor visibility due to parallel) - as opposed to cars pulling



Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Tuesday, 9 March 2010 3:01 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Gina
Last Name: Butson
Street Address: 34 Majoribanks Street
Suburb: Mt Victoria
City: Wellington

I am representing: myself

Comments: Thank you for the opportunity to make a submission, and thank you especially for the consideration that you are giving to cycling in Wellington. I support any proposal that improves cycle safety in Wellington. I am a driver too, so I can appreciate the desire not to lose car parks in the CBD. For this reason, the proposed clear way or dedicated cycle lane is attractive to me.

I would like to make two points in relation to the options generally:

1. Cycle lanes should be separate from bus lanes. It does not matter if bus lanes have been designed to be wide enough to accommodate buses and bikes - buses are the most terrifying thing for cyclists to share a lane with. In my experience, it makes no difference how wide the lane is, as bus drivers just see the extra width as being theirs to swing out into. The best option is to have separate bus and cycle lanes. At the very least, bus lanes should be clearly marked 'Bus AND cycle lane' to give legitimacy to cyclists using them, and to heighten bus drivers' awareness that they are sharing the lane with cyclists.
2. Shared walking and cycling lanes: I have similar concerns with shared pedestrian and cycle lanes, although pedestrians are clearly not the same threat to cyclists that buses are. Some pedestrians do, however, resent cyclists being on the footpath (even when it is a cycle way). Also, pedestrians often walk 2, 3 or 4 abreast, making it impossible for cyclists to pass. Similarly they are often unaware of cyclists because they are on the phone/chatting/lost in thought/listening to iPods etc. From a pedestrian point of view, cyclists weaving in and out of people can be annoying. It would be useful to clearly indicate that the pedestrian way is also a cycle way, and it may be useful to have separate lanes for both.



**SUBMISSION
NUMBER**

119

Joelene Noble

From: ghjadunn@xtra.co.nz
Sent: Tuesday, 16 March 2010 11:00 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Greg
Last Name: Dunn
Street Address: 12 Benares Street
Suburb: Khandallah
City: Wellington
Phone: 4796 974
Email: ghjadunn@xtra.co.nz

I am representing: myself

Comments: Do not restrict parking between Davis St to south end Gateways. These are used from an early hour by many people who walk on into the northern CBD.

Along this stretch could the cycle way be sandwiched between the kerb and blocking fixed on the roadway about 2 metres out (to avoid cars turning into the parks?) Traffic lanes would have to be realigned. Slight hazard then to parkers who would have to cross the cycle path to the parking meters. But better than at present when some cyclists use the footpath anyway.

Make no exception (parallel parks) for Bordeaux. With parks opposite and a ped xing they will be catered for.



SUBMISSION
NUMBER

120

Joelene Noble

From: lyfordfamily@xtra.co.nz
Sent: Tuesday, 16 March 2010 11:49 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Sharyn
Last Name: Lyford
Street Address: 8 Amesbury Drive
Suburb: Churton Park
City: Wellington
Phone: 04 4786 392
Email: lyfordfamily@xtra.co.nz

I am representing: myself

Comments: I agree that the traffic concerns raised need to be addressed. Do not have a comment either way regarding the changes to parking although they appear to be helping solve the congestion of traffic at peak hour. However I would like to comment on the proposed pedestrian crossing to be placed near Bordeaux Bakery. This is a long overdue addition to this area, in particular for the many school children who disembark from the bus and try to navigate across this section of a very busy road. I therefore strongly agree with the new proposed crossing. Thank you.



ENTERED

SUBMISSION
NUMBER

121

Joelene Noble

From: barbara.beable@qmc.school.nz
Sent: Tuesday, 16 March 2010 11:59 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Barbara
Last Name: Beable
Street Address: 8 Ventnor St
Suburb: Seatoun
City: Wellington
Phone: 021439 430
Email: barbara.beable@qmc.school.nz

I am representing: an organisation

Organisation Name: Queen Margaret College

Comments: Would support pedestrian crossing. Anything to make this busy street safer for our students.



ENTERED

SUBMISSION
NUMBER

122

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Wednesday, 17 March 2010 11:25 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Julian
Last Name: Gonzalez
Street Address: 79 Stanley St
Suburb: Berhampore
City: Wellington

I am representing: myself

Comments: I am in favour of the proposal to the Thorndon Quay parking changes. Making Wellington safer for cyclists increases the number of cyclists.



ENTERED

SUBMISSION
NUMBER

123

Joelene Noble

From: naylor.brad@gmail.com
Sent: Wednesday, 17 March 2010 7:17 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Brad
Last Name: Naylor
Street Address: 505 Thorndon Quay
Suburb: Thorndon
City: Wellington
Email: naylor.brad@gmail.com

I am representing: myself

Comments: I strongly object to the proposal to remove parking on the southbound side of Thorndon Quay 7am-9am. There are several reasons. Firstly although my apartment is in Davis St you refuse to allow me to have a residents park as you see my rates address as Thorndon Quay. So my only option is to park in Thorndon Quay. Now you want me to take my car away somewhere between 7am-9am. I would also question the legality or moral of what you are doing. I have travelled down Thorndon Quay several times every day, including weekends, and usually as a pedestrian for the past 6 years. I have witnessed and attended a number of the accidents you are concerned about, to both pedestrians and to cyclists; every time without exception it has been because of the illegal activity of cyclists. They ride on footpaths, across crossings with pedestrians, three abreast, through red lights and undertake cars. I see no indication in your proposal that you are changing any marking or making any dedicated lanes, so I can only assume you are going to encourage cyclists to break the law, only now give them more space to allow more of them to do it and at a greater speed. They will also do it with less caution as well - less accidents, greater mortality.

Some thoughts

- Why are the residents parks fully occupied on a working day and empty in the middle of the night?
- What do cyclists contribute to the roading costs and ACC? Motorists pay for that space.



ENTERED

SUBMISSION
NUMBER

124

Joelene Noble

From: clucena@orcon.net.nz
Sent: Wednesday, 17 March 2010 7:31 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Craig
Last Name: Lucena
Street Address: 34 Oxford Street
Suburb: Tawa
City: Wellington 5028
Phone: 232 1235
Email: clucena@orcon.net.nz

I am representing: myself

Comments: I support the proposed parking changes in Thorndon Quay, i.e a clearway on the southbound lanes of Thorndon Quay weekdays 7-9 am. This would make my cycle commute into the city much safer and more pleasant.



ENTERED

SUBMISSION
NUMBER

125

Joelene Noble

From: roy.glass@oag.govt.nz
Sent: Thursday, 18 March 2010 2:42 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Roy
Last Name: Glass
Street Address: 107 Waipapa Road
Suburb: Hataitai
City: Wellington
Phone: 9171510
Email: roy.glass@oag.govt.nz

I am representing: myself

Comments: I support the WCC proposal of restricting parking between 7am and 9am on the southbound side of Thorndon Quay on weekdays. I only see this as a short term measure.

The whole Wellington City to Petone cycleway is a shambles. If we want to really support cyclists coming to and from this direction we need an efficient, safe and dedicated cycleway. At the moment the "cycleway" is sub-standard.



SUBMISSION
NUMBER

126

Joelene Noble

From: carsten.schousboe@gmail.com
Sent: Thursday, 18 March 2010 2:42 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Carsten
Last Name: Schousboe
Street Address: 417/103 Thorndon Quay
Suburb: Pipitea
City: Wellington
Phone: 021 2277836
Email: carsten.schousboe@gmail.com

I am representing: myself

Comments: I support the development of cycle lanes throughout Wellington. Having just come back from 2 years in Copenhagen I found that I was able to fully do without a car because of these lanes. Within 2 years, I was usually travelling 20-30Km a day by bike. Frankly, I miss them, despite being a non-cyclist car driver before going over there.

Simply put, more cycle lanes leads to fewer cars, leads to less need for parking. Its not even a long delay.

Upon arriving back in NZ I purchased a bike, but after 3 days of trying that and nearly dying in traffic, I bought a car. I live on the street concerned, and will happily give up my park for a safe bike lane.

In particular I favour adopting permanent cycle lanes that are physically separated from traffic by a gutter, and a slightly raised platform. If parking is to remain, I prefer that cycle lanes are separated from traffic by the parked cars. Consideration should also be given to safe bike parking space in the city. A space near the train station would be best. Perhaps we could have a smaller taxi rank, and dump the fast food cart. That should leave lots of space in a secure spot for bike parking.



ENTERED

SUBMISSION
NUMBER

127

Joelene Noble

From: sandsimon@googlemail.com
Sent: Thursday, 18 March 2010 2:51 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Sandra
Last Name: Simon
Street Address: 121c Brougham Street
Suburb: Mount Victoria
City: Wellington
Email: sandsimon@googlemail.com

I am representing: myself

Comments: I ride my bike to work and back in this area and would feel much more secure if cyclist would have their own lane. Then it could be avoided that overtaking cars then turn in, just in front of you, to go in a parking lot. There should be a speed limit in that area as well.



ENTERED

SUBMISSION
NUMBER

128

Joelene Noble

From: robert.paramo@yahoo.co.uk
Sent: Thursday, 18 March 2010 5:04 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Robert
Last Name: Paramo
Street Address: 61 Fox Street
Suburb: Ngiao
City: Wellington
Phone: 044790573
Email: robert.paramo@yahoo.co.uk

I am representing: myself

Comments: I am a recently new resident to Wellington and have been a cycling commuter from Ngiao to the CBD for the past 2 months and intend this to be primary way of getting to work. I've typically found the stretch of road along Thorndon quay to be challenging with the main risks being buses pulling in and out of bus stops, pedestrians stepping out from behind side angled parked cars and cars reversing out blindly.

I would favour the change in parking to the area, but would also suggest that risks have not been identified in how buses currently drive around cyclists - this can range from being oblivious to confrontational and aggressive and at present having them in the same space can present risks. The other issue is as Thorndon quay joins the bus and train stations, cyclists need a way to cross lanes safely, at present buses again take particular exception to cyclists crossing lanes or using the bus lane near the stations. These issues would be key for any option taken but particularly important should the bus lanes option be taken.

Rob Paramo
Ngiao



SUBMISSION
NUMBER

129

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Thursday, 18 March 2010 9:40 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Allison
Last Name: McPherson
Street Address: 21 Hamilton Rd
Suburb: Hataitai
City: Wellington

I am representing: myself

Comments: I support the proposed changes to weekday parking to allow for a safer route for cyclists. WCC should be doing as much as possible to make cycling safer in the streets of Wellington, especially at peak traffic times.



ENTERED

SUBMISSION
NUMBER

130

Joelene Noble

From: northgalt@paradise.net.nz
Sent: Tuesday, 23 March 2010 1:36 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Marilyn
Last Name: Northcotte
Street Address: 13 Whitu St.,
Suburb: Khandallah
City: Wellington
Phone: 04 938 5885
Email: northgalt@paradise.net.nz

I am representing: myself

Organisation Name: Cycle Aware Wellington

Comments: I support this proposal as I believe it will make it safer for people on bikes who ride this route particularly in the :am and it will have a minor impact on car parking. Given that at present, most crashes occur between 7-9am and in the southbound direction, this proposal strikes a good balance between improving safety for people on bikes and continuing to provide parking for businesses along Thorndon Quay.

The main safety issue here relates to the angle of the parking, which makes it hard for drivers to see cyclists. Cars turning across the road to park also presents a hazard for people on bikes as they are difficult to see and are often obstructed by high sided vehicles like buses.

Thorndon Quay is the major missing link in the city's cycling network between Hutt Rd and the waterfront.

As Thorndon Quay has been identified as the most dangerous road in Wellington, these changes should be one of the first actions Wellington City Council takes in relation to cycling.

 ENTERED

SUBMISSION
NUMBER

131

Joelene Noble

From: Vermaat@feestpaleis.net
Sent: Tuesday, 23 March 2010 12:58 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Willemijn
Last Name: Vermaat
Street Address: 4/238 The Esplanade
Suburb: Island Bay
City: Wellington
Phone: 04 3838522
Email: Vermaat@feestpaleis.net

I am representing: myself

Comments: I strongly support the proposal to remove southbound parking between 7.00am to 9.00am Monday to Friday. In additiona, I would like to ask city council to add road markings to indicate the cycle lane, so there is a clear visual indication for drivers that cyclists may be passing.

Over time I would like to suggest to remove angle parking as it is both dangerous for cyclists as well as for motorised vehicles. Parallel parking would reduce the number of parks but also give space to put a permanent cycle lane in (increase in cycling, will reduce the need for car parks).



ENTERED

SUBMISSION
NUMBER

132

Joelene Noble

From: damncomputers@clear.net.nz
Sent: Tuesday, 23 March 2010 2:24 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Ian
Last Name: Bennett
Street Address: 25 liardet street
Suburb: Vogletown
City: Wellington
Phone: 472 4261
Email: damncomputers@clear.net.nz

I am representing: myself

Comments: I support the proposal for the clear way on the south bound lane in Thorndon Quay , as most of the crashes happen to cyclists on there way to work,and this time shouldn't effect businesses.

Cheers

SUBMISSION
NUMBER

133

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Tuesday, 23 March 2010 2:17 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Brigid
Last Name: Thorns
Street Address: 25 Liardet Street
Suburb: Vogeltown
City: Wellington

I am representing: myself

Comments: Having cycled along this "hairy" route when I worked in the Hutt Valley, I feel this is an excellent start to improving safety for cyclists along this route, without impacting too significantly on drivers.



SUBMISSION
NUMBER

134

Joelene Noble

From: garth.stewart@nzbus.co.nz
Sent: Tuesday, 23 March 2010 3:27 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Garth
Last Name: Stewart
Street Address: 100 Halsey Street
Suburb: Viaduct Harbour
City: Auckland
Phone: 021 439 126
Email: garth.stewart@nzbus.co.nz

I am representing: an organisation

Organisation Name: NZ Bus

Comments: Thanks you for the opportunity to comment on the proposed changes to the Thordon Quay Parking Changes.

NZ Bus operates bus services under the brands of GO Wellington, and Valley Flyer which includes the Airport Flyer service.

Although NZ Bus supports the area having full bus lanes we understand that this is not presently budgetted for untill 21014.

Therefore NZ Bus fully supports Option 5.4 the introduction shared clearways and cycle lanes during the peak periods.

Thanks once again for the opportunity to comment.

Garth Stewart



ENTERED

SUBMISSION
NUMBER

135

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Tuesday, 23 March 2010 3:32 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Jenny
Last Name: Marshall
Street Address: 9 Victoria Street East
Suburb: Auckland central
City: Auckland

I am representing: myself

Comments: I support this proposal. It will make it a lot safer for people on bikes and have a very minor impact on car parking as the businesses will be closed during these hours.



SUBMISSION
NUMBER

136

Joelene Noble

From: Jason.McCrystall-Grinling@telstraclear.co.nz
Sent: Friday, 19 March 2010 10:27 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Jason
Last Name: McCrystall
Street Address: 47 Tarawera Rd
Suburb: Johnsonville
City: Wellington
Phone: 920 3457 (wk)
Email: Jason.McCrystall-Grinling@telstraclear.co.nz

I am representing: myself

Comments: Hi,
Speaking as a recent statistic (Oct 09) from a car pulling through traffic and result in an accident.

All in favour of this solution. I purposely read the complete study and options looked at - Would love a cycleway away from traffic completely but feel the proposed 7-9 Clearway along the full length of Thorndon Quay is a great idea.

Recently we shopped at a retailer on Thorndon Quay and mentioned the proposal being looked at and they commented that it would fine with them as shops hours are from 9am - also showed concern for both customer and cyclist as no-one likes being part of or seeing accidents.

Regards
Jason

SUBMISSION
NUMBER

137

Joelene Noble

From: loubettle@xtra.co.nz
Sent: Friday, 19 March 2010 5:47 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Lou
Last Name: Bettle
Street Address: 103 Thorndon Quay
Suburb: Thorndon
City: Wellington
Phone: 04 499 9312
Email: loubettle@xtra.co.nz

I am representing: myself

Comments: Firstly, Wednesday is the 23rd March. Do you mean Friday 26th?

Cyclists do not pay any taxes for the up-keep of our roading.

The cyclists you are referring to, who have many accidents, are racing bike cyclists. Perhaps these people, like motor vehicle drivers, should have a speed limit so they, too, would be less likely to put themselves in danger.

There are plenty of venues for these people to practice their cycling skills and the rail service could gain their custom(back?), so they would be able to provide better service for all, with the help of the added (or regained) revenue.

I have had several near misses with cyclists in the inner city. I am not alone, by any means. On one occasion, a cyclist cut across from one lane to another, without any indication of his intentions. He was not in my vision. Luckily, my peripheral vision just caught sight of him in time, and he had the audacity to give me a sign! This leads me to believe that cyclists seem to think they own the roads. Once again, I am not alone there.

I have witnessed many cyclists shooting red lights. Is this allowable?

There are people who live in the apartment buildings along Thorndon Quay. These people pay their rates. Most have their own off street parking. However, they do, from time to time, have visitors, who have no other places to park as the daily 'scratch and park' type coupon parking is taken up by the permanent residents who don't have off street parking.

At present, those visitors, summer and winter, rain or shine, week day or weekend day, can only legitimately, park until 8am. That, in all fairness, is bad enough and, as there are seldom many people parked in those parks at night, just a revenue gathering exercise at best and a total inconvenience for those unfortunate enough to have to comply.

Other, more 'used' areas of the city, do not have such harsh restrictions, so why on Thorndon



ENTERED

Quay, I wonder?

The silly nonsense with regard to the restricted parking when there is something on at the stadium would be better if the ruling was first in, first served with a higher parking charge. That way the Council would still get a better revenue and people who are unable to come in by train, would get a far better deal. A win/win, surely, and isn't that really what it should be all about?

Back to the cyclists (as this is really the subject at this time), there is a very adequate foot path from Davis Street all the way to the railway station. Surely this could be sectioned off, as has happened on the Thorndon Quay and Ngaraunga sections of the Hutt Road? If this were to be done, there would be no need for the cyclists to be on the road along Thorndon Quay, even though the cyclists get the pip when they are made to leave the road. It is, afterall, their safety that is at stake here, so why should the motor vehicles (at the risk of repeating myself), who pay for the roads, be the ones to be put off the roads? Very seldom is that pavement used for pedestrian traffic, especially at that time of the morning. Could this be another win/win?

I hope this suggestion won't just be ignored and that it will at least be looked at. There is a wide pedestrian foot path on the other side of Thorndon Quay and this could be brought into play. Perhaps an additional pedestrian crossing could be put in closer to the railway station to cater for this pedestrian alternative.

Sincerely,
Lou Bettle

SUBMISSION
NUMBER

138

Joelene Noble

From: citytimber@xtra.co.nz
Sent: Monday, 22 March 2010 11:07 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Chris
Last Name: Trudgen
Street Address: 2/210 Thorndon Quay
Suburb: Thorndon
City: Wellington
Phone: 4737987
Email: citytimber@xtra.co.nz

I am representing: an organisation

Organisation Name: City Timber Ltd

Comments: I would like to register my objection to the proposed clearway on Thorndon Quay to supposedly enhance the safety of cyclists. My business is trade orientated. A large majority of my customers collect materials from our premises on their way to sites around Wellington at the start of their working day. Currently they can drive into our premises or if it is busy park nearby to load their vehicles. Should your proposed clearway proceed they would have to wait on the road until they could turn into our driveway. This would create more congestion than currently occurs when accessing the available car parks. At present my observations of the traffic versus cyclists on Thorndon Quay during the rush hour is that while the vehicles are travelling at snail pace the cyclists are overtaking the almost stationary vehicles on the inside land at 30-40 kph - and this I consider is dangerous.

I feel that if this proposal goes ahead then our business will suffer financially and this is not a factor which we were able to consider when we chose Thorndon as a location to base our business.



ENTERED

SUBMISSION
NUMBER

139

Joelene Noble

From: vfellows@clear.net.nz
Sent: Tuesday, 23 March 2010 9:36 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Vanessa
Last Name: Fellowes
Street Address: 58 Heke Street
Suburb: Ngaio
City: Wellington
Email: vfellows@clear.net.nz



ENTERED

SUBMISSION
NUMBER

140

Joelene Noble

From: alastair.smith@vuw.ac.nz
Sent: Tuesday, 23 March 2010 9:25 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Alastair
Last Name: Smith
Street Address: 5 Durham Crescent
Suburb: Aro valley
City: Wellington
Phone: 463 5785
Email: alastair.smith@vuw.ac.nz

I am representing: myself

Comments:

1. I support Cycle Aware Wellington's submission.
2. The proposed parking changes are the minimum consistent with the safety objectives of the WCC Cycling Policy.
3. Thorndon Quay is currently part of the Great Harbour Way, and so it is vital that cycling along this route is safe, and as pleasant as possible.
4. Long term, the council should be planning for a safe cycle route into the CBD from the north. This might be facilitated by encouraging businesses in Thorndon Quay to provide offstreet parking, so that permanent cycle lanes could be provided on Thorndon Quay.



SUBMISSION
NUMBER 141

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Tuesday, 23 March 2010 8:18 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Nick
Last Name: Potter
Street Address: 53 Edinburgh Tce
Suburb: Berhampore
City: Wellington

I am representing: myself

Comments: I strongly support this proposal. It will make it much safer for people on bikes. It will also have only a very minor impact on car parking.

As Thorndon Quay has been identified as the most dangerous road in Wellington, these changes should be one of the first actions Wellington City Council takes in relation to cycling.



SUBMISSION
NUMBER

142

Joelene Noble

From: julianboorman@yahoo.com
Sent: Monday, 22 March 2010 10:55 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Julian
Last Name: Boorman
Street Address: 1 Akatea Street
Suburb: Berhampore
City: Wellington
Phone: 0210688951
Email: julianboorman@yahoo.com

I am representing: myself

Comments: I support the proposal to have a 7-9am southbound clearway on Thorndon Quay because the clearway will make cycling on Thorndon Quay safer. It has been correctly identified that Thorndon Quay has an increasing number of cyclists using it, and an increasing number of accidents involving cyclists. Therefore changes must be made. When cars reverse out of parallel parking it is dangerous for all passing vehicles, but especially dangerous for cyclists as, by the time the reversing drivers can see past the parked vehicle next to them, they may already be in the path of cyclists or may have reversed into a cyclist. A 7-9am clearway solves that problem from 7-9am. Although the 2001 proposal to replace angle parking with parallel parking was decided against because local businesses didn't want to lose parking, I recommend the proposal be floated again due to the increase in cycling and cycle accidents on Thorndon Quay. I think there is a high proportion of unused angle parks on Thorndon Quay which justify being replaced with a smaller number of parallel parks making cycling much safer there. Angle parks on Thorndon Quay are terrible for cyclists. Dedicated cycle lanes are needed.



SUBMISSION
NUMBER

143

Joelene Noble

From: harveylawn@yahoo.com.au
Sent: Monday, 22 March 2010 9:09 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: John
Last Name: Harvey
Street Address: 58 Colway Street
Suburb: Ngaio
City: Wellington
Email: harveylawn@yahoo.com.au

I am representing: myself

Comments: A positive move to improve safety for cyclists. By changing the parking configuration on the south bound lane this may lead to an increased safety issue on the north bound lane. It would be preferable to implement this new parking policy on both lanes (ie. south bound 7-9am and north bound 4-6pm)



SUBMISSION
NUMBER

144

Joelene Noble

From: harveylawn@yahoo.com.au
Sent: Monday, 22 March 2010 9:01 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Rachel
Last Name: Lawn
Street Address: 58 Colway Street
Suburb: Ngaio
City: Wellington
Email: harveylawn@yahoo.com.au

I am representing: myself

Comments: I fully support this proposal and look forward to the increased safety to what is a daily commuting stress in my trip to work from Ngaio to the city.



SUBMISSION
NUMBER

145

Joelene Noble

From: hkettles@xtra.co.nz
Sent: Monday, 22 March 2010 8:36 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Helen
Last Name: Kettles
Street Address: 25 Salek Street
Suburb: Rongotai
City: Wellington
Phone: 387 9455
Email: hkettles@xtra.co.nz

I am representing: myself

Comments: I have worked opposite the Bordeaux Bakery for 4 years, I am a regular cyclist to and from work and this entails biking along Thorndon Quay for much of the area mentioned (using the opposite side of the road to peak flow).

I think the three causes of accidents on this piece of road are with vehicles coming out of car parks, vehicles coming out of driveways and also the risk posed by pedestrians crossing the road.

I would like to raise a road marking feature not considered as one of your options. In it is relation to the white line running the length of the road a meter or so out from the end of the carpark lines. On many occasions I have witnessed cars coming at speed out of driveways to stop at this line before looking to the right. There seems to be an assumption that no traffic is coming along the road between the white line and the pavement. However, as you will know the zone immediately inside this line is the "lane" the cyclists use. Likewise I have often witnessed pedestrians step right out to the edge of the white line before looking right. They step right into oncoming cyclists! Both of these can result in collisions directly or as cyclists serve into traffic. I have witnessed many near misses.

I suggest painting the entire lane green to indicate to drivers and pedestrians they should STOP there before looking right to see if the coast is clear. The area requiring green paint is not long. If this is seen as too much work a second option would be to paint the entire lane green only at driveways and to have only a green line painted a meter inside parallel to the existing white line in other areas. I hope this description without a drawing enables you to see what I am suggesting. I think that this would be a simple step which would greatly assist with reducing the incidents of accidents that can still result even with the new parking measures proposed. The measures you propose will deal with the 77% of accidents which occur at peak times in the dominant traffic direction. However the other 23% of accidents will remain unchanged. The use of painting on the road would assist with this other 23% of cyclist accidents (almost 1 in 4!) i.e. those outside peak times and those traveling on the other sides of the roads at peak times.

I would also like to see the cyclist symbol painted on the road frequently along this route.

I fully support the inclusion of a pedestrian crossing within the vicinity of the Bordeaux Café. This will support pedestrians using the café but also those using the bus stops. It is very dangerous for people to take risks crossing the road to catch buses that are approaching. To facilitate slowing of the traffic at this crossing I suggest a crossing design like the one near the gym. It needs to be build out from the pavement and have a traffic island. In this way cars will see the crossing at a distance.

Many thanks for the opportunity to write a submission on your proposal.

SUBMISSION
NUMBER

146

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Monday, 22 March 2010 5:00 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Lily
Last Name: Linton
Street Address: 15 Waripori Street
Suburb: Berhampore
City: Wellington

I am representing: myself

Comments: I support this proposal. It will make it safer for people on bikes and have a minor impact on car parking.
As this is the busiest time of day for traffic (with and without motors), and the stores are closed till 9am, this seems like a very sensible move. Having a clear space for cyclists will improve traffic flows and safety for everyone.



ENTERED

SUBMISSION
NUMBER

147

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Monday, 22 March 2010 4:22 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Daniella
Last Name: Blake
Street Address: 8 Upoko Road
Suburb: Hataitai
City: Wellington

I am representing: myself

Comments: I agree with the council's proposed solutions to improve cyclist and pedestrian safety on Thorndon Quay



Submission to Wellington City Council, 23 March 2010

SUBMISSION
NUMBER

148

THORNDON QUAY PARKING CHANGES

Given the opportunity, CAW would like to make an oral submission on this proposal.

About Cycle Aware Wellington

Cycle Aware Wellington (CAW) is the cycling advocacy group for the Wellington region, with a particular focus on the bicycle as a means of transport and recreation. Our goal is more people biking more often.

CAW speaks for its 700 members.

We also represent 14,000 Wellington residents (7% of the population) who have travelled to the CBD at least once a week using a bicycle in 2006, according to WCC Residents Satisfaction Survey (Wellington City Council 2007), and 40,000 Wellington residents who have cycled in Wellington in 2006, according to WCC Residents Satisfaction Survey (Nielsen, 2007).

This submission was prepared by:

Claire Pascoe

Cycle Aware Wellington

PO Box 27120,

Wellington 6141

info@caw.org.nz

<http://can.org.nz/wellington>



ENTERED

Cycle Aware Wellington strongly supports this proposal.

CAW is encouraged that Wellington City Council is addressing the highest safety priority area for cyclists in the city, so soon after the Cycling Policy was released.

Top priority

Parking along Thorndon Quay has long been a significant safety concern for cyclists in Wellington. Improving the layout of the road is the top priority for Cycle Aware Wellington. Since 2001, when a proposal to change the angle parking to parallel was rejected, there have been more than 30 crashes involving cyclists along that stretch of road – the highest of any in the city.

Concerns about angle parking

The main safety issue relates to the angle of the parking, which makes it hard for drivers to see cyclists. Cars turning across the road to park also presents a hazard for people on bikes.

Significant safety benefit

While Cycle Aware Wellington does not see a clearway from 7-9am as the perfect solution to the problem, it would offer a significant safety benefit and is still warmly welcomed. This issue is so pressing that it cannot afford to wait any longer, risking any more crashes, before improvements are made.

Balance between safety and parking

Given that most crashes occur between 7-9am and in the southbound direction, this proposal strikes a good balance between improving safety for people on bikes and continuing to provide parking for businesses along Thorndon Quay.

Visits to Thorndon Quay between 7 and 9am show that fewer than a quarter of southbound car parks were occupied.

CAW's survey of businesses on the southbound side of the road revealed that most of them are not open before 9am, therefore this proposal has little impact on their customer parking

requirements.

Several remarked on their own dissatisfaction with the angle of the parking, commenting that it was unpleasant and frightening for drivers reversing out. The proposed pedestrian crossing will provide access for those that are open before 9am.

Thorndon Quay a missing link in cycling network

A CAW cordon count, undertaken on March 2, 2010, found that 383 cyclists rode along Thorndon Quay in the southbound direction between 7-9am. This number has quadrupled since 2001 and indicates that the need to address this stretch of road is urgent. Cycling is continuing to grow in the region and Thorndon Quay is the major missing link in the city's cycling network between Hutt Rd and the waterfront.

Consistent with WCC cycling policy

Approving the parking changes recommended in the Thorndon Quay report would also be consistent with the Wellington City Council's cycle policy.

WCC was hesitant to actively encourage more people to ride bicycles in Wellington given the safety concerns around cycling. It was thought that the highest priority for the Cycling Policy should therefore be improving safety, and once progress had been made, future policies could promote cycling more actively. As Thorndon Quay has been identified as the most dangerous road in Wellington, these changes should rightly be one of the first actions Wellington City Council takes in relation to cycling.

CAW acknowledges and thanks the WCC officers and councilors who have worked hard to get this issue on the agenda. We see this proposal as real progress for people who cycle in Wellington.

SUBMISSION
NUMBER 149

Joelene Noble

From: claire.pascoe@gmail.com
Sent: Monday, 22 March 2010 3:44 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Claire
Last Name: Pascoe
Street Address: 100 Brougham St
Suburb: Mt Victoria
City: Wellington
Phone: 027 306 1853
Email: claire.pascoe@gmail.com

I am representing: myself

Comments: I support the proposal because:

A recent cordon count conducted by Cycle Aware Wellington showed there were 393 people on bikes riding along Thorndon Quay in the Southbound direction between 7-9am. This confirmed that Thorndon Quay is a key route in the city and heavily used by cyclists

The angle parking on Thorndon Quay makes it the most dangerous stretch of road in the city for cyclists, with the highest number of reported crashes. It has also been identified that the angle parking is scary and unpleasant for drivers reversing out of parks.

A clearway between 7-9am, while not being the ideal solution for cyclists, is a trade off between available parking for retailers and cycle safety. Most shops along Thorndon Quay are not open before 9am so that customers are not impacted by the parking changes.

The pedestrian crossing proposed as part of the changes means those shops that are open before 9am will have the impacts of reduced parking mitigated.

Increasing the safety of Thorndon Quay fits with the WCC Cycling Policy that places a strong emphasis on increasing the safety of cycling in Wellington City.

A survey of the Thorndon Quay area between 7-9am revealed that there is little demand for the parking at that time of day. This means that a significant improvement for cyclists will not be at the expense of retailers or customers.

As a cyclist who travels along this stretch of road regularly, I greatly look forward to the proposed changes and thank the City Council for their work in making it happen.



SUBMISSION
NUMBER 150

Joelene Noble

From: brett.heather@hotmail.com
Sent: Monday, 22 March 2010 12:26 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

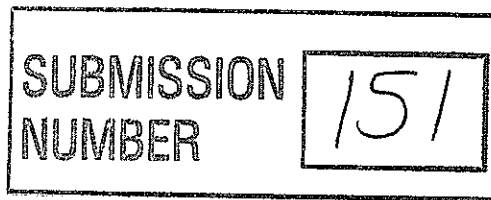
The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Heather
Last Name: Somerville
Street Address: 81 Awa Rd
Suburb: Seatoun
City: Wellington
Phone: 04 938 8081
Email: brett.heather@hotmail.com

I am representing: myself

Comments: Great suggestions in proposal to limit the number of cyclist/vehicle collisions. Thanks for making a stand for safety. Increasing the number of signs of 'watch for cyclists' could help also.





20th March 2010

Thorndon Quay Parking Changes/Proposed Traffic Resolution 64-10

Dear Councillors,

Below is my personal submission on this proposal. I have been a Wellington resident and ratepayer for nearly thirty years. The majority of my travel in and around Wellington is by pedal cycle and I regularly cycle along Thorndon Quay, sometimes in peak hours. My submission is based on the documents available on the WCC website (Traffic Resolution, Report to Strategy and Policy Committee and Map). If the council is to hold hearings on this proposal please contact me that I may have the opportunity to speak to my submission. My submission is arranged as comments and requests related to items in the report and ordered in the order of those items. I have not attempted to translate it into corresponding changes to the rather technical "Traffic Resolution" but ask that my submission be taken to apply as appropriate to that.

Yours faithfully,

Michael Taylor

(a) Purpose

I strongly support the purpose to "improve the safety of cyclists travelling between Kaiwharawhara and the CBD". The recommendations should, but do not, address the danger to cyclists using the shared cycle/pedestrian lane of the Hutt Road north of Thorndon Quay. I have found the section five hundred metres or so either side of the Kaiwharawhara Rd intersection is significantly more dangerous than Thorndon Quay. I do note some recommendations are beyond the scope of the safety of cyclists.

(b) Recommendation 3.2

Improvements to cycling conditions on the route along Aotea and Waterloo Quays will be welcome. However, as stated in the report that route will only be an **option** for cyclists coming in from the Hutt Road and is "long term". To provide more certainty on that I ask that the completion date for the Great Harbour Way be recorded in this resolution. The route along Thorndon Quay will continue to be used by many. It's clearly better for those cyclists commuting to the CBD (at least that on and west of Featherston St-Victoria St). Improvements for cyclists on Thorndon Quay must not be regarded as temporary.

(c) Recommendation 3.3

I support a clearway on the southbound lanes of Thorndon Quay. Assuming the clearway is only part time then parking during the remaining time should be parallel to improve safety for cyclists. If angle parking is retained then it must be changed to reverse angle (back in:drive out, rather than drive in:back out). Indeed beyond this case I ask that angle parking throughout Wellington be changed to reverse angle, preferably proactively but at least whenever being reviewed or markings need repainting. The increased risk to cyclists from forward angle parking cannot be justified.

(d) 4. Chart

Northbound numbers do not seem to have been plotted, despite the key defining a black line for them. As the southbound and northbound peak hours would be different times the latter cannot be deduced from the difference between total and southbound. Without detail of northbound flows Council is seriously disadvantaged in assessing the need (or not) for a similar provision northbound during the evening peak. I also see the report later indicates that the (reported) accident rate northbound is very much lower than southbound. Given that the number of commuting cyclists is likely to be similar it would be helpful to

know what difference in conditions leads to such a difference in accident rates as it might suggest how southbound safety could be improved.

(e) 5.1 Options

I feel the fourth bullet ("bus lanes") makes the best overall provision when considering public transport as well as cyclist safety. I oppose widening footpaths to provide for cyclists (fifth bullet). I believe that cyclists have a right to use any legal road, except a motorway, and it would be totally unacceptable to "Redirect all cyclists to Aotea and Waterloo Quays" as the sixth bullet suggests.

(f) 5.4 Clearway(s)

If 5.5 cannot be done as quickly as this (5.4) option and it is not yet needed for public transport, then I'm happy with clearway(s) for the moment. However, I believe better analysis (or reporting of analysis if it has been done) is needed to determine whether a northbound clearway should be implemented. For example is 16:00-18:00 actually the peak for northbound cycles and the same for motorised vehicles? A different time/duration could lead to different side effects from a clearway, for example the need (a more reasonable measure than "demand") for parking might be different. Note also my (d).

(g) 5.5 Full Time Bus+cycle lanes.

If considerations for public transport are included then this is probably the best compromise. There is no suggestion that this option would lead to an increase in the number of vehicles or pedestrians so it seems inexplicable that it would require "the existing two pedestrian crossings be signalised".

SUBMISSION
NUMBER

152

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Tuesday, 23 March 2010 11:07 a.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Sue
Last Name: Galbraith
Street Address: 19A Seatoun Heights Road
Suburb: Miramar
City: Wellington 6022

I am representing: myself

Comments: I strongly support the proposal to construct a new pedestrian crossing midway between Davis Street and the motorway overbridge, and the proposed measures to increase the safety of cyclists commuting along Thorndon Quay. I have witnessed a number of cycle versus reversing vehicle crashes from the window of the building I work in, and have difficulty avoiding traffic when crossing the road to catch a bus.



ENTERED

SUBMISSION
NUMBER

153

Joelene Noble

From: nancys@nancys.co.nz
Sent: Tuesday, 23 March 2010 3:38 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Mary
Last Name: Self
Street Address: 241 Thorndon Quay
Suburb: Thorndon
City: Wellington
Phone: 4734047
Email: nancys@nancys.co.nz

I am representing: an organisation

Organisation Name: Nancy's Embroidery Shop

Comments: SUPPORT:

- conversion of some of the angle parking at western end to 10 hours, to better accommodate people who work in this street. And ask that Council consider converting some more of the 90 minute angle parking in our area to at least 2 hours but no more than 3 hours.

- new pedestrian crossing midway. to better cater for the number of pedestrians crossing this street throughout the day.

NOTE:

with concern the crash data in the Report to the Strategy and Policy Committee. But do not have a view about whether a morning clearway on the northern side will improve the situation.

SUGGEST:

Council also consider other measures such as a 30kph speed limit for this area.

ENDS



ENTERED

SUBMISSION
NUMBER

154

Joelene Noble

From: nztricia@yahoo.com
Sent: Tuesday, 23 March 2010 3:39 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Tricia
Last Name: Thompson
Street Address: 35a Durham St
Suburb: Te Aro
City: Wellington
Phone: 04 384 6998
Email: nztricia@yahoo.com

I am representing: myself

Comments: I heartily support this proposal as one small way to make it safer for the increasing numbers of cyclists coming into the city on that southward lane in the early morning. It will have minimal impact on car parking, businesses, or shoppers at that hour, but considerable safety benefit for cycling commuters.

Although I come from the other direction myself, as a fellow-cyclist I believe this is a small step towards making the roads safer for all.

Sincerely

Tricia Thompson



ENTERED

Joelene Noble

From: kelly.ronayne@gmail.com
Sent: Tuesday, 23 March 2010 3:40 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Kelly
Last Name: Ronayne
Street Address: 19 Endymion Place
Suburb: Half Moon Bay
City: Auckland
Phone: (09) 532-8259
Email: kelly.ronayne@gmail.com

I am representing: myself

Comments: I support this proposal. It's one of the best first steps the WCC can make to create a more people-oriented and cycle friendly city, while having a minimal impact on parking and businesses. Thorndon Quay has been identified as the most dangerous road in Wellington, and it's the major missing link in the city's cycling network between Hutt Rd and the waterfront.

Given that most crashes occur between 7-9am and in the southbound direction, this proposal strikes a good balance between improving safety for people on bikes and continuing to provide parking for businesses along Thorndon Quay. The main safety issue relates to the angle of the parking, which makes it hard for drivers to see cyclists. Cars turning across the road to park also presents a hazard for people on bikes.

Following through on this proposal will make the city centre a more attractive place for cyclists and families to make the most of their evenings, which will create a more vibrant, 'friendly' atmosphere and only make Wellington a more attractive city to spend time in = good for business, good for people. What's not to like?



SUBMISSION
NUMBER

156

Joelene Noble

From: lindsayalderton@gmail.com
Sent: Tuesday, 23 March 2010 3:53 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Lindsay
Last Name: Alderton
Street Address: 7 Vautier Avenue
Suburb: Wadestown
City: Wellington
Phone: 021986244
Email: lindsayalderton@gmail.com

I am representing: myself



ENTERED

SUBMISSION
NUMBER

157

Joelene Noble

From: simon.kennett@gw.govt.nz
Sent: Tuesday, 23 March 2010 4:05 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Simon
Last Name: Kennett
Street Address: 142 Wakefield St
Suburb: CBD
City: Wellington
Phone: 021 0753051
Email: simon.kennett@gw.govt.nz

I am representing: an organisation

Organisation Name: Greater Wellington Regional Council

Comments: We support the proposed changes to parking on Thorndon Quay. As this is one of the most popular and dangerous roads for cyclists in the Wellington Region, we look forward to any change which will help realise the RLTS goal of a reduction in cyclist injuries. Thordon Quay is a part of the Regional Strategic Cycling Network. The RLTS vision for cycling networks is that they be "convenient, safe and pleasant to use". We believe the proposed parking changes will make cycling south along Thordon Quay during the morning peak both more safe and more pleasant.



ENTERED

SUBMISSION
NUMBER

158

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Tuesday, 23 March 2010 4:12 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Su Yin
Last Name: Khoo
Street Address: 71 Warnock St
Suburb: Westmere
City: New Zealand

I am representing: myself

Comments: I support this proposal. It will make it safer for people on bikes and have a minor impact on car parking.

As Thorndon Quay has been identified as the most dangerous road in Wellington, these changes should be one of the first actions Wellington City Council takes in relation to cycling.



ENTERED

SUBMISSION
NUMBER

159

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Tuesday, 23 March 2010 4:17 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Vaughan
Last Name: Renner
Street Address: 2 Harbour Park Tce
Suburb: Khandallah
City: Wellington

I am representing: myself

Comments: I wish to object to the proposed Thorndon Quay Parking changes.

Based on the information provided on your website I do not believe enough analysis has been done to show removing car parks will actually improve cyclist safety.

I am a frequent user of the 10 hour car parks near Davis Street and in the years I have been using those parks (during the morning peak) I have never witnessed any cycle related accidents/incidents.

Before a decision is taken I suggest more analysis is completed regarding cycle related injuries - where and why they occur. (eg where on Thorndon Quay did the accidents happen; driveway turning vs turning into car park, speed of cyclist vs speed of vehicle traffic at the time, how does this compare to other major cycle routes into the city, etc...) This does not appear to have been done based on the information made available on your website. Based on my experience in traveling along Thorndon Quay during morning peak hour - I would suggest one of the significant problems that must be overcome is that cyclists travel at speed (mentioned in your Report) - frequently when vehicles are at or near standstill. Removing car parks may provide more visibility of (and for) cyclists but this may also lead to cyclists riding 2 or 3 abreast and as a result little improvement in safety is gained.

These changes also mean those (like me) that use the 10 hr parks near Davis St between 7am and 9am and then walk into town will now either have to drive into the city or park at the western end of Thorndon Quay and walk that much further (with a corresponding increase in parking cost).

In summary I don't believe the solution proposed will overcome the problem identified and at the same time it will inconvenience another group of road users.



SUBMISSION
NUMBER

160

Joelene Noble

From: paul.bruce@paradise.net.nz
Sent: Tuesday, 23 March 2010 4:50 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: paul
Last Name: bruce
Street Address: 272 Ohiro Road
Suburb: Brooklyn
City: Wellington
Phone: 972 8699
Email: paul.bruce@paradise.net.nz

I am representing: myself

Comments: The removal of angle parking, even if only between 7 and 9am, is one of the most significant changes that will improve safety for cyclists. This will have a minor impact on businesses in the area. Businesses should be encouraged to provide off street parking, if they believe that customers need to arrive in private vehicles, rather than on public transport or by cycle.



ENTERED

Joelene Noble

From: brentb@manacoach.co.nz
Sent: Tuesday, 23 March 2010 4:59 p.m.
To: Joelene Noble
Subject: Thorndon Quay Proposed Parking Changes

The following details have been submitted from the Thorndon Quay Proposed Parking Changes form on the www.Wellington.govt.nz website:

First Name: Mana Coach Services Limited

Last Name: Brent Blann for Mana

Street Address: 7 Commerce Crescnt

Suburb: Waitangirua

City: Porirua

Phone: 04 235 8819

Email: brentb@manacoach.co.nz

I am representing: an organisation

Organisation Name: Mana Coach Services Limited

Comments: 23 March 2010

Submission

Consultation – Parking Changes Proposed For Thorndon Quay

Introduction

Mana Coach Services is contracted by Greater Wellington Regional Council to provide scheduled bus services throughout the Wellington region and within the CBD.

Mana buses operate out of three depots, Newlands, Porirua and Kapiti all of which operate services through the Wellington CBD. Buses from Newlands are branded Newlands, buses from Porirua and Kapiti are branded Mana.

The company is a member of the GWRC industry liaison group which includes representations from GWRC/Metlink, the bus operators and the local councils. The purpose of the group is to monitor operating performance, resolve issues related to service design and infrastructure and promote improved service delivery within the industry.

Mana has actively campaigned for improved flows through the CBD and considers the Thorndon clearway proposal a timely and effective measure that will benefit cyclists and bus services alike.

Discussion

The report 'Thorndon Quay – Proposed Cycle Improvements', WCC Strategy and Policy Committee of 3 December 2009 refers in S.4 'Background' to the council's 2007 commitment to

develop a 'citywide programme of bus priority measures that include bus lanes on Thorndon Quay'.

It also states 'when introduced these would also provide benefits to cyclists' (para. 7).

Further discussed is the recently adopted Cycling Policy of 2008 which 'has a strategic intent to make cycling in Wellington safer and more convenient for those that choose to cycle.'

These commitments refer to long term work programs however with full-time bus priority measures still four to five years away and probably longer for the proposed shared off-road cycle route from the Hutt Road along Aotea and Waterloo Quays. With the recent increase in cycling accidents and with significant delays now being encountered getting weekday commuter bus services into the CBD, Mana is highly supportive of any interim measure aimed at bringing relief to these issues and is of the opinion a southbound clearway will prove highly effective in this regard.

Submission

- Mana is pleased to support the proposed interim measure to install a southbound clearway between 7.00am and 9.00am weekdays.
- The WCC report states in S.5.4 'The clearways could also provide sufficient space for peak hour bus lanes'. Mana suggests that a dedicated bus and cycle lane is indeed the most appropriate use for the clearway and suggest this lane is in fact sub-designated for buses and for cycles to give some sense of separation in terms of safety and for better traffic flow.
- For the clearway to provide an effective extra traffic lane or lanes, it will need to be continuous for the route shown in the proposal, that is from Guthrie Bowron's opposite Tinakori Road to the Lambton Interchange. We note there are two substantial pavement extension installations that would currently prevent this from happening. These are located at the entrance to Davis St and by Cityfitness.
- Regarding a proposed additional pedestrian crossing it should be remembered that uncontrolled pedestrian crossings are already causing major delays in and around the CBD and it is not unreasonable to suggest that where the council is considering adding uncontrolled crossings on main thoroughfares, they should also consider these will at some time probably need to become controlled crossings. It would be surprising if the pedestrian crossings on Thorndon Quay currently were still within the guidelines for an uncontrolled installation.

Brent Blann
Service Quality Controller
Mana Coach Services Limited

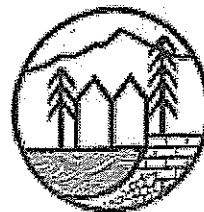
Joelene Noble

Subject: FW: Thorndon Quay Cycling and Parking consultation: submission lodged 23 March 2010

Wellington Civic Trust

P O Box 10183

Wellington

www.wellingtoncivictrust.org

23 March 2010

To: Wellington City Council
Thorndon Quay proposed parking changes – Public consultation.

The Civic Trust has long supported the appropriate balance of safe spaces along public thoroughfares for pedestrians, motor vehicles (moving and parked), cycles and public transport. This submission is specific to the Thorndon Quay discussion paper's options, but is made in the wider context of the benefits to the city of improving public transport and modes other than private vehicles.

THORNDON QUAY PROPOSED CYCLE IMPROVEMENTS:

1. It is gratifying that the Wellington City Council is both monitoring use, and prepared to do something about improving safety for the burgeoning number of cyclists commuting along Thorndon Quay.

2. The Trust's comment on each of the discussion paper's options is:

Option 5.2 Status Quo: This is not considered to be a responsible option, given the alarming rise in accidents involving cyclists over the past 9 years. Accident numbers can only be expected to increase given the steady rise in cyclist numbers, so doing nothing is not an option.

Option 5.3 Parallel parking on one side of the Quay The Trust's opinion is that the Committee has too lightly dismissed this option on the ground it was not acceptable (to the retailers) in 2001. Since then the Council has been able to document that cycle numbers have almost quadrupled, and crashes involving cyclists have increased from none in 2000 to 7 in both 2004 and 2008. Thus the benefit-cost ration has changed significantly from the justification provided in 2001. We consider this option should be considered in conjunction with Option 5.6 (see discussion below).

Option 5.4 Clearway. This commendable short-term option is supported to the extent that it provides a morning city-bound bus lane. It is a useful towards the introduction of permanent bus-lanes as provisionally targeted for 2014/15. However, it is NOT a way to promote safer cycling: it will require constant policing (to ensure motorists do not ignore the 7am to 9am parking restriction), is only a short duration solution (not 24/7), and does not cater for cyclists leaving the city at the end of the day, when traffic flows are equally heavy. It will also have an impact on parking revenue.

5.6 Widen Footpath In the Trust's opinion this is the preferred option. However, it is our considered opinion that the extra space provided should **not** be shared by pedestrians and cyclists, as suggested, but that the grade separated extra space should be a **dedicated two-way cycle way**. In order to allow space for a two-way cycle way (able to be used by cyclists both entering and leaving the CBD) it



will be necessary to change parking on this side of the Quay to parallel parking (Option 5.3 above). This option would place the cycle way between the parallel-parked cars and the footpath, thus eliminating the potential for cyclists to be in conflict with pedestrians, and with cars entering or reversing from parking spaces.

5.7 Aotea/Waterloo Quays The Committee has clearly identified that this route will not attract cyclists who are heading to Featherstone Street and The Terrace, and that will still remain the need to improve Thorndon Quay. The Trust agrees with those points, as with #5.8 Rail *Yards*: Again, the Committee has correctly identified that there is no merit in pursuing this option at this time.

3. The benefits of the parallel parking/widen footpath solution we propose are:
 - a) it would not be necessary to relocate the street lighting/power poles (the poles would help demarcate the area between pedestrians and cyclists, along with the grade separation between the existing footpath and carriageway);
 - b) costs would therefore be significantly reduced;
 - c) the '*identified problem of vehicles turning onto and out of driveways*' would be as applicable to cyclists as it is at present to pedestrians;
 - d) the solution need apply to only one side of Thorndon Quay, and would provide safe passage for cyclists in both directions.
4. In order to protect the cycleway, it would be necessary to place low level barriers between the parallel parks and the cycle way. Colouring the cycle way say red, would alert vehicles entering/exiting driveways to take extra care. The two lanes available to cyclists can be simply demarcated by a painted line.
5. Should the Council in future decide to introduce bus lanes on Thorndon Quay, this would not impact on the cycle way proposed above, as it could remain regardless of the changes which take place on the carriageway.
6. Whatever the Council should decide, whether agreeing with the Trust's preferred option or not, the Trust supports and encourages the provision of safe cycle ways throughout the City.
7. We would encourage the Council to engage expertise in cycle ways design from persons with first-hand experience in cities such as Seville, Bordeaux or Brisbane, or countries such as Sweden and the Netherlands, to produce the optimum solutions for what will continue to be growing numbers of commuting cyclists in Wellington.
8. The Trust wishes to be heard in support of this submission.

[signed AS]

Alan Smith
Secretary, Wellington Civic Trust
secretary@wellingtoncivictrust.org

Thorndon Quay Parking Changes Submission

PART 1

Objection to Proposed Commuter Parking Opposite the Woolstore Design Centre

From: **Meredith Robinson** on behalf of
Woolstore Management Limited

To: **Paul Barker** Safe and Sustainable Transport Manager
Wellington City Council

Date: 24 March 2010

1.0 INTRODUCTION

I am writing this submission as one of the resident landlords of the Woolstore Design Centre, 262 Thorndon Quay, located near the Tinakori Road intersection. Primarily, our main concern with this proposal relates to changing the existing 90 min angle parking to 10 hour commuter parking opposite the Woolstore Design Centre. This would have a huge detrimental economic impact on the 25 businesses located in this one building.

2.0 OBJECTION TO THE CURRENT PARKING PROPOSAL OPPOSITE THE WOOLSTORE 262 THORNDON QUAY

Please find attached 3 drawings in appendix 1. The first drawing shows the existing parking spaces on both sides of the road in the area around the Woolstore Design Centre. The second drawing shows the Wellington City Council proposed parking changes, and the final drawing shows an alternative weekday parking proposal that would be acceptable to our requirements should commuter parking be an absolute necessity.

The Woolstore comprises of 25 tenants and totals over 170 people working in the building every day. This building is one of the most densely populated along Thorndon Quay. Around 9 of these tenants would be defined as retailers, 8 businesses are mixed trade-retail and the rest are consultants, working mainly in the design field. Workers in the building travel to the Woolstore from all over Wellington using a variety of transport and then use all of the 61 car parks on site as well as our bike hooks and scooter parks in addition to available long term parking in the Thorndon area. Should the proposed Wellington City Council plan be implemented, there will be almost no available public parking available for the considerable number of clients and customers whom frequent our building each day.

Our large retailers on the ground floor are generally in the homeware sector, of which there are competitors to every one of them along Thorndon Quay. These Woolstore retailers rely on the fact that the public find parking relatively easy outside our building and should the commuter parking become a reality, that will immediately send potential customers to their competitors down the road all of which have retained their parking.

Our businesses located on Level 1, and in particular the café, delicatessen and dress shop, would be unlikely to survive should all of the western side of the road be changed into 10 hour parking. These businesses have little or no street frontage and the Wellington City Council has also reduced the option of signage boards on the street in recent years. The café is integral to the overall atmosphere of the building and provides one of the few food outlets in the area. The café clientele, as with all of the other Woolstore businesses, consists of tenants and members of the public who are from suburbs all over Wellington who require short term parking. All Woolstore businesses benefit from the fact there is a café in the building as this generates more foot traffic and improves the customer's experience of the building.

Please find attached an amended weekday parking proposal which would be acceptable to us should commuter parking become a necessity. The alternative plan requests that 21 of the weekday car parks be retained as 90 minute parks allowing just 1.2 parks per business during the week. However, this would be more acceptable than losing the entire western car parking which would bring this ratio down to 0.36 which I would suggest no other retailer along the Quay would face. Thorndon Quay is a destination location which most users access by car. The small amount of foot traffic on its own would not support the types of businesses in this building.

Our retail traffic peaks over the weekend and is essential to our businesses so all 10 hour commuter parking would need to revert to 90 min parking.

I would like to request a verbal hearing on this matter, as it is **crucial** to our retailers who are currently under a lot of economic pressure as it is. They want to make sure they have been heard on this matter.

Thorndon Quay Parking Changes Submission

PART 2 – GENERAL FEEDBACK

From: **Meredith Robinson** on behalf of
Woolstore Management Limited

To: **Paul Barker** Safe and Sustainable Transport Manager
Wellington City Council

Date: 24 March 2010

1.0 INTRODUCTION

I have produced this document after speaking to a large number of our tenants in the Woolstore about their requirements, and also to people in businesses located along both sides of the street from Tinakori Road down to. Please find a general report on their feedback.

2.0 CYCLIST SAFETY

- A group of proactive Thorndon Quay building owners hope to produce sometime this year, some urban design considerations for Council in order to improve Thorndon Quay's identity and amenity. At this stage only very preliminary talks have begun within the group, however the role of the cyclist along the Quay will be recognised and hopefully enhanced. The group would be interested in working alongside Council with this project.
- Whilst motor vehicles seem to be attracting a substantial amount of bad media with respect to cyclists, it was a common theme along Thorndon Quay that both vehicle users and pedestrians felt that cyclists travel a lot faster than the cars at peak hour and often pass moving cars on the inside, thereby increasing the chance of an accident. They often surprise pedestrians and motor vehicles as they seem to appear 'out of nowhere.' Raising awareness around this issue for both road users and cyclists would be beneficial, or cyclists will need to be slowed down. However this may not be possible.
- Traffic flows too fast along Thorndon Quay for it to be truly safe for cyclists at all times and road accidents are likely to happen from time to time because of this.
- Visibility along most of the proposed plan of Thorndon Quay is fairly good except for where traffic comes out from a right angle to the from off street parking and loading docks. The majority of the accidents seem to happen near the Davis Street intersection where the visibility is reduced by the bend in the road and cars have to turn across fast oncoming traffic with both drivers having less time to react to the hazards. Generally any intersection increases the risk of an accident

and therefore it is not surprising this has a high incident rate. The Tinakori Road junction is considered very difficult, as are the junctions further up Hutt Road. Road users felt these intersections needed some redesign in the near future.

- Hutt Road was identified by all parties –cars drivers, cyclists, pedestrians - as very dangerous. In addition the dedicated cycle path is not well identified, cyclists are on the footpath and on the wrong side of road amalgamating in a dangerous combination. There is a vast array of signage, changes in road speeds etc that the overall effect is confusion. One solution may be to adopt a graphic such as the one in appendix 2. This graphic has been successful as it has 3 dimensional quality and therefore eye-catching, it can be incorporated into paving and if well designed can provide a more interesting urban texture to the city and in turn can take on the role of a logo also promoting the city as a cycle city and subsequently changing the attitude of all road users and the public to alternative forms of transport.
- A case study on Copenhagen may be worth investigating. This is one example of a successful implementation of a cycle culture over a period of 10 years into a city where cars were the former preferred mode of transport.
- Reconsidering an alternative cycle path taking cyclists off Thorndon Quay where practical, i.e. linking the waterfront up to the stadium concourse and then reinstating a bridge over the railway lines to a point higher up the Quay than Davis Street for instance. As stated in your report this will still not alleviate cycle traffic intent on getting to the Terrace and Featherstone Street but may reduce some numbers.

3.0 CLEAR WAY 7AM – 9AM

The 7 – 9am clearway seems a reasonable solution to improve cycle safety and should not adversely affect most businesses in this area.

There may be some impact from trade vehicles and rubbish trucks manoeuvring during clearway time 7am – 9am. The businesses that may be affected include Resenes, Plastershop, Glengarrys, Handy Rentals amongst others.

4.0 PEDESTRIAN ISSUES

The pedestrians amongst our tenants feel unsafe crossing the road at peak hours and suggested that a pedestrian crossing be located near the walkway running from near the northern end of Tinakori Road down to Thorndon Quay.

The design of such a crossing should not impede visibility for any of the road users, cars, bikes or pedestrians. A road island could be hazardous to cyclists and impede the visibility of cars pulling out of the angle parks. Flashing lights at peak hour rather than road islands may be one safer option for example. Crossing the road in the evening appears more hazardous as the traffic generally moves faster than in the mornings.

Pedestrians feel threatened by the speed of the cyclists and often do not see them until they have stepped out into the traffic. Pedestrians are also concerned that cyclists tend not to stop at pedestrian crossings such as the crossing opposite the Capital Gateway.

Any time outside of peak hours, Thorndon Quay is generally safe to cross at most points.

Please refer to appendix 3. This is some feedback from some employees from DNA Design, the largest firm in the building and which also has a range of commuter types within their group. These comments may reflect some of the concerns with respect to road safety in this area.

5.0 PERMANENT BUS LANE

- A permanent bus lane at any time in the future would have a massive impact on the economic viability of all the businesses along Thorndon Quay and could not be justified by the current bus timetable of between 10 – 20 mins, the number of passengers using the service off peak, the existing number of cyclists out of peak hours and existing the accident rate outside of peak hours.

6.0 GENERAL PARKING ISSUES

- Angle parking may actually make people more cautious than parallel parking. Keeps ongoing traffic speed down and cars generally very cautious pulling out into traffic.
- 90 min parking in the Quay where generally there is little pressure to move cars on. The inner city has 2 hour limit. This is unfair with respect to proximity to Stadium and also Celebration Church people get ticketed every week. Increasingly becoming bad PR for WCC.

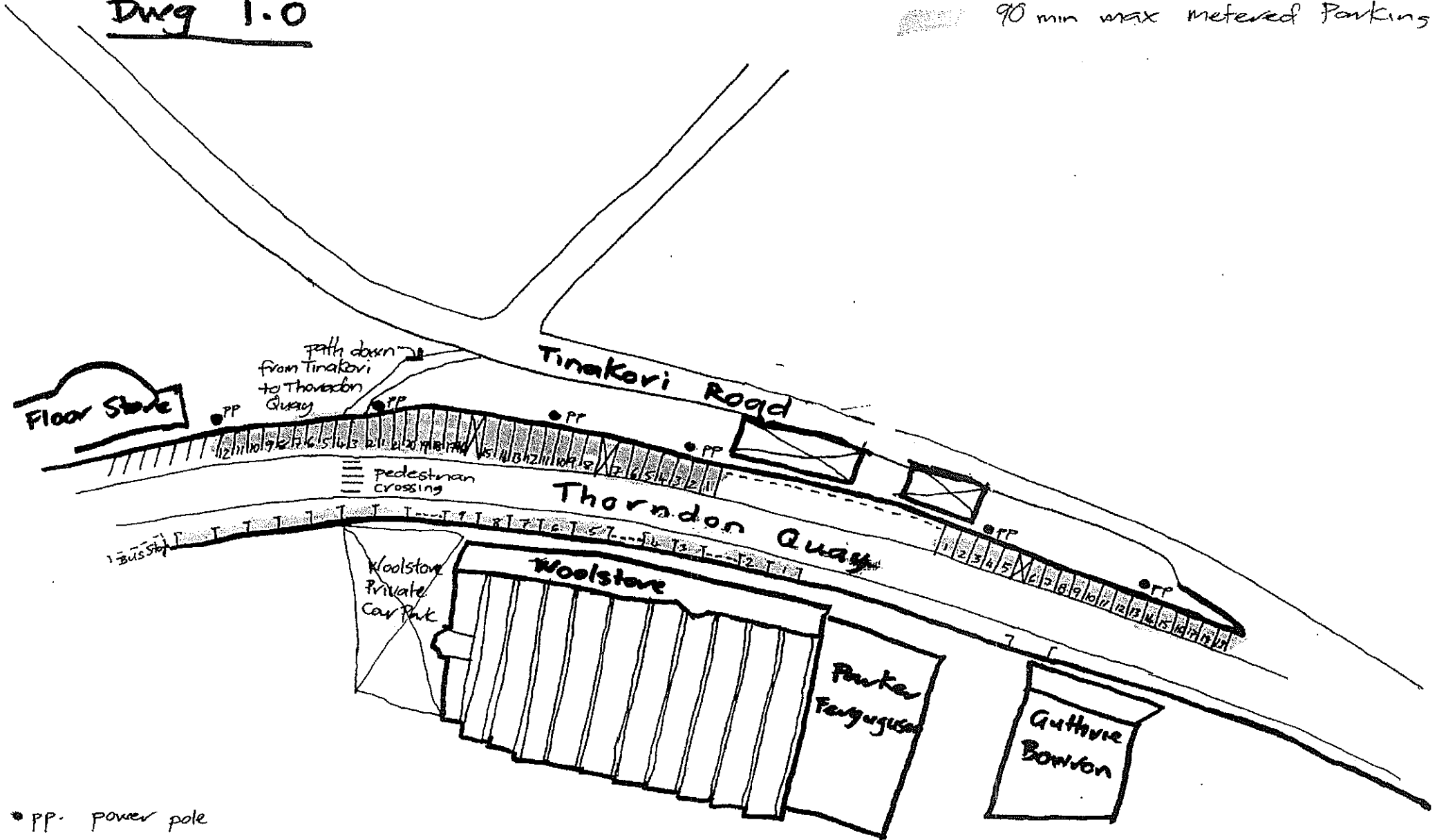
**APPENDIX 1
WEEKDAY CAR PARKING PLANS**

DWG 1.0 Existing
DWG 2.0 Proposed Plan by Wellington City Council
DWG 3.0 Alternative Parking Plan Proposed by the Woolstore Design Centre

Existing Car Parking

Dwg 1.0

90 min max metered parking

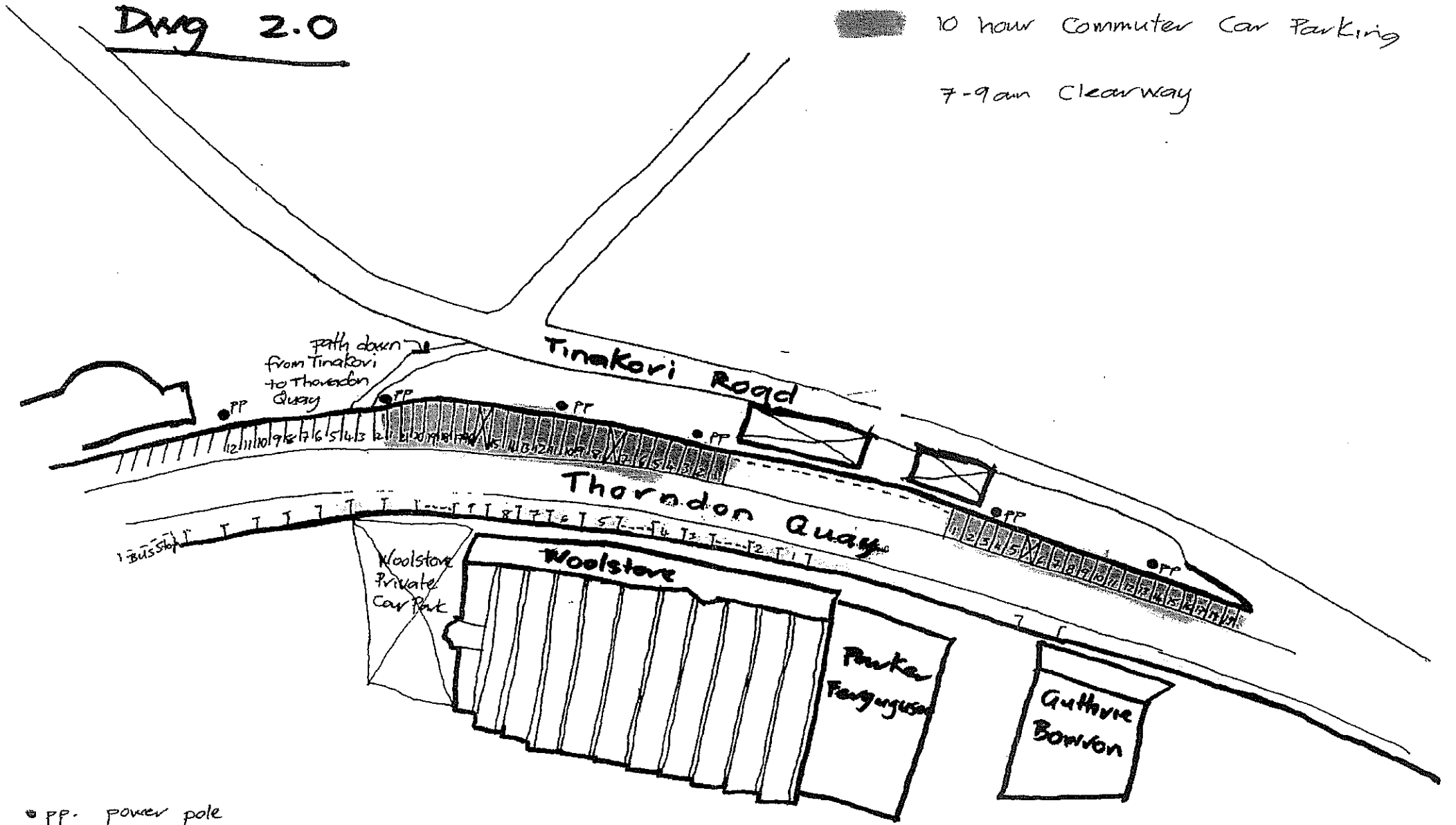


• PP. power pole

Monday - Friday Proposed Car Parking W.C.C.

Draw 2.0

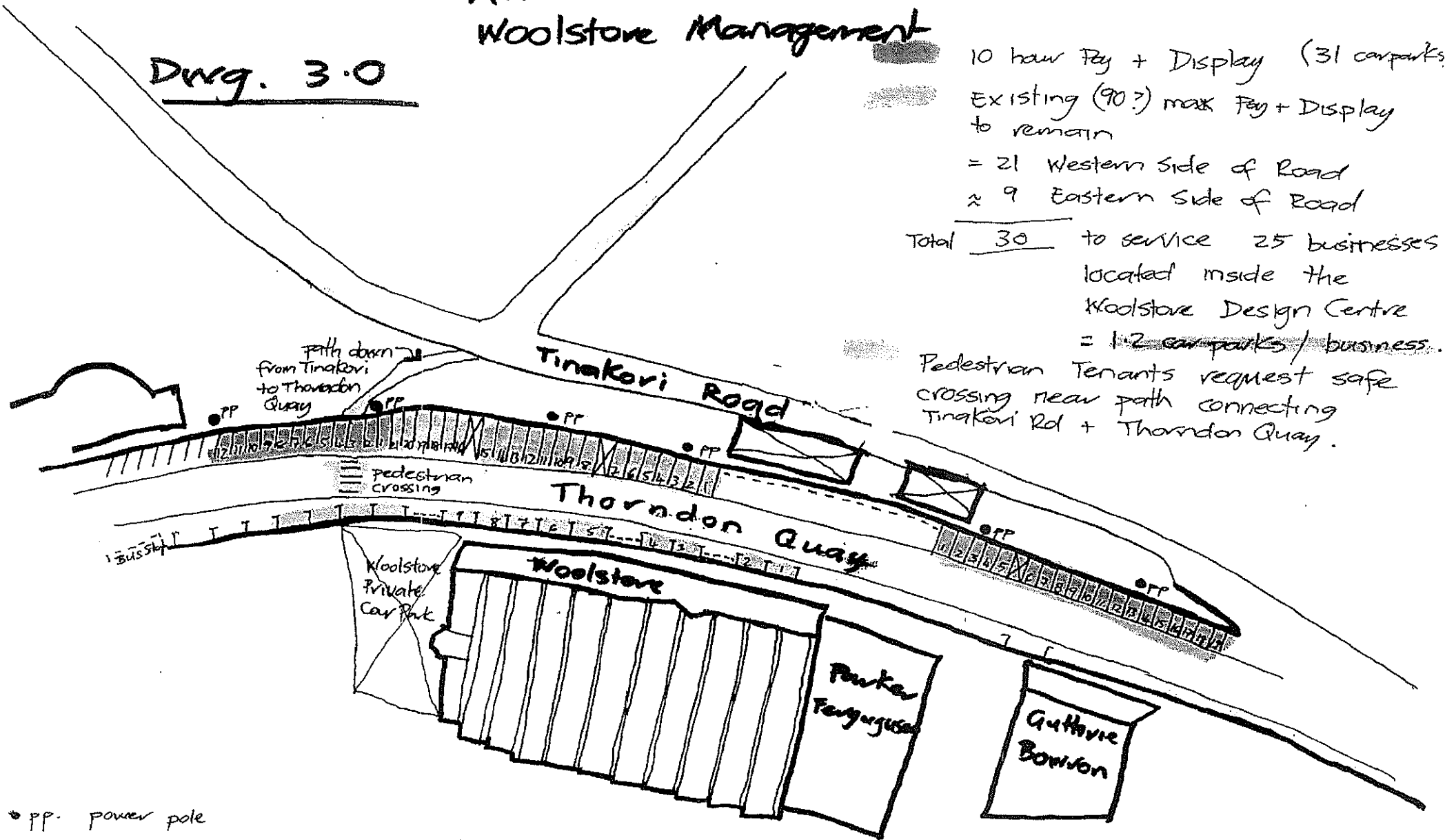
10 hour Commuter Car Parking
7-9am Clearway



• PP. power pole

Monday - Friday Proposed parking
Alternative Scheme
Woolstore Management

Dwg. 3.0



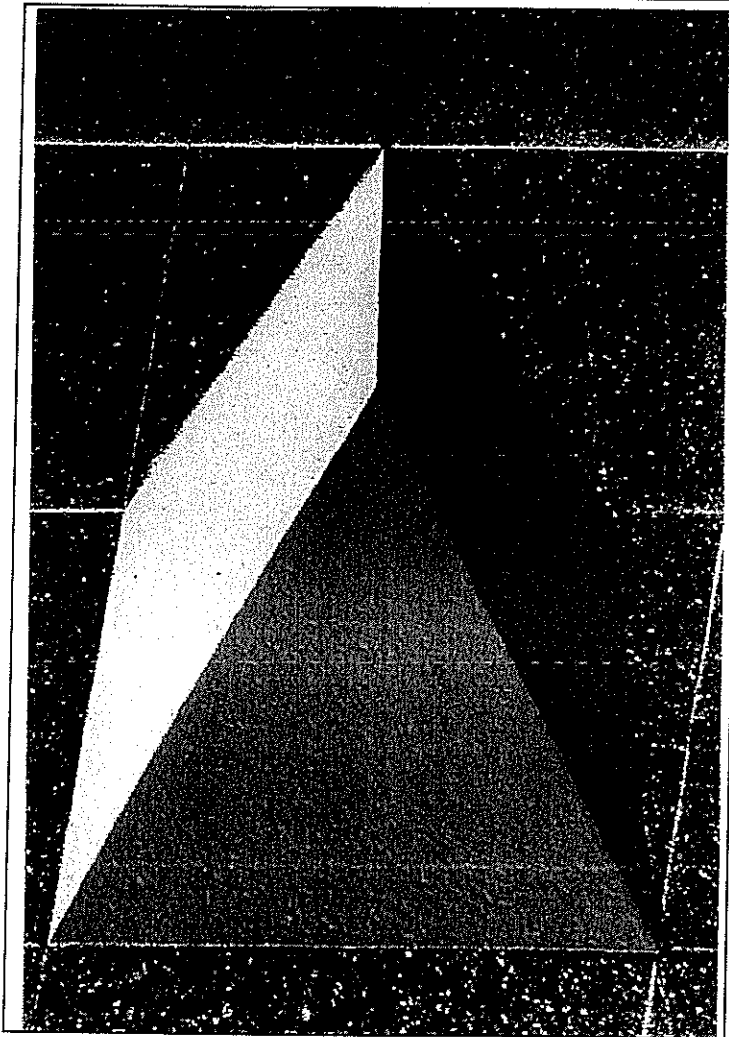
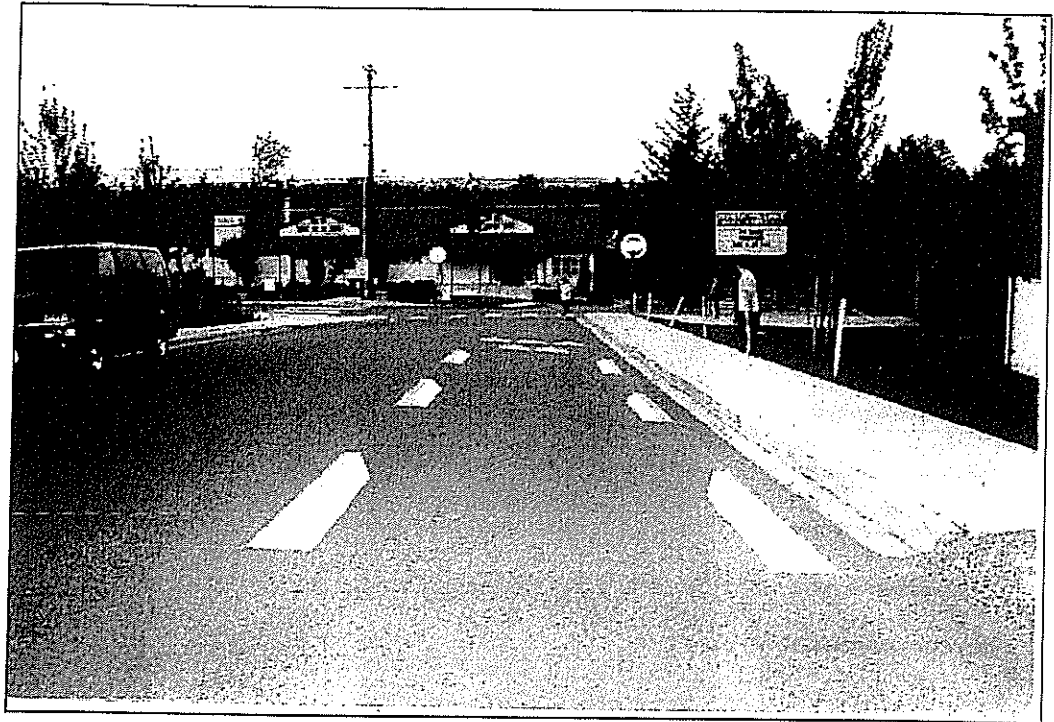
10 hour Pay + Display (31 carparks)
Existing (90?) max Pay + Display
to remain
= 21 Western Side of Road
≈ 9 Eastern Side of Road
Total 30 to service 25 businesses
located inside the
Woolstore Design Centre
= 1.2 car parks / business.

Pedestrian Tenants request safe
crossing near path connecting
Tinakori Rd + Thorndon Quay.

• PP. power pole

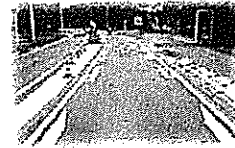
Clearway 7-9am

APPENDIX 2
EXAMPLE OF VISUAL AID TO IDENTIFY CYCLE LANES





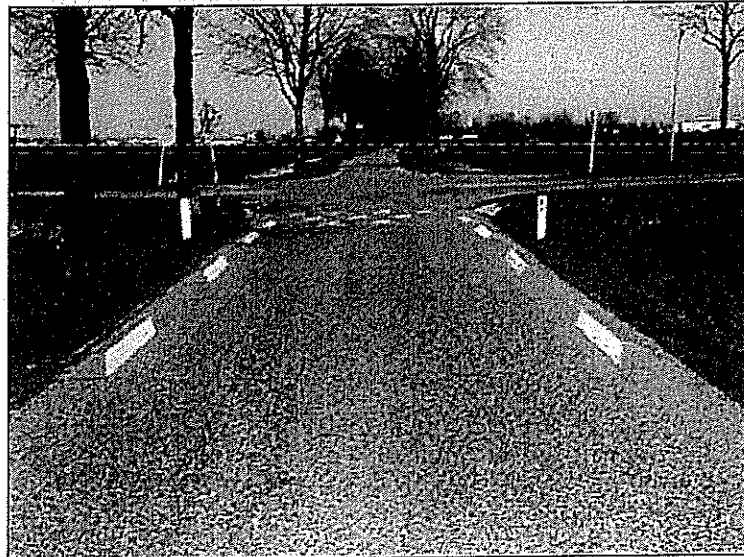
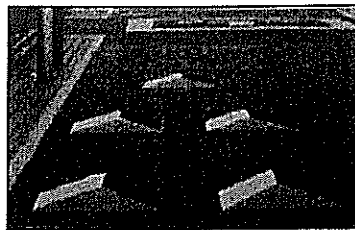
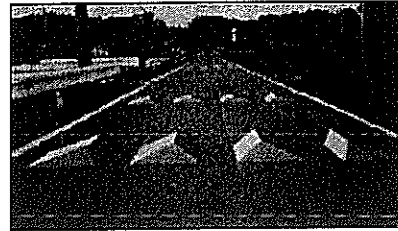
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**APPENDIX 3
DNA FEEDBACK**

C

C

Meredith Robinson

From: Donal Devlin [Donal.Devlin@dna.co.nz]
Sent: Tuesday, 16 March 2010 10:16 a.m.
To: Meredith Robinson
Subject: DNA feedback!

Hiya

Here's what I got back, oh and I mentioned the potential changes around parking across the road:

Here goes:

+++++
Parking doesn't affect me at all. A pedestrian crossing to get to that thorndon shortcut would be good (near the bus stop)
+++++
additional space for motorcycle parking would be nice, as there doesn't seem to be any down this way?
+++++
Reasonable parking for people that work in the area would be nice. This would stop workers having disputes with residents of streets with free parking. There has also been a shortage of coupon parks in the area after 8.15 in the morning leaving no where to park but pay and display which seems ridiculous for a suburb of Wellington (Thorndon is not CBD and shouldn't have the same parking)
Perhaps across the road could be coupon parking? Which means it only works out to \$5 a day.
+++++
Pedestrian crossing would be good... Very difficult to cross the road before & after work etc.
Better cycle ways, have had a number of close calls when cycling to & from work etc.
10hr parking across the road would be awesome
+++++
Definitely requires a pedestrian crossing or two.
+++++
I think there Definitely needs to be a pedestrian crossing outside the building somewhere as it's getting on the dangerous side at peak traffic times! Would help with traffic flow too. And all day parking is a great idea but I think it will only get used if the price is right e.g. no more than \$8. It's not CBD so I figure that's fair!
+++++
The intersection up the road (tinakori/thorndon quay) is a b***ch to get out of if you're coming out of tinakori road in the morning. How to fix? Traffic lights? Clearer give way rules? - because no one really knows them. Sometimes you can be stuck at that intersection for minutes because traffic coming south on the quay just keep on turning in front of you and don't think to give way. I avoid this intersection as much as I can cause its such a pain!

We NEED free parking here (or at least discounted vouchers for people that work in the vicinity) - all the parks across the road are sitting empty all day and to find a free park we have to go up to sar street or further and try and scrounge a free park somewhere and you end up having 'dealings' with the residents up there - not ideal. I realise the council need to make money from parking here, but give those that work here a break. There's earlybird parking in town (carpark buildings) so why not have it here? I'd happily register my car with the council to get a discount on parking here. \$5 a day would be great! People who choose to come out here and shop thought would pay full price...

Road speed is good in the morning - too much traffic for it to be dangerous, and the motorists are generally nice and give way to you if you're on a bicycle and happen to be turning in front of them. Not

Meredith Robinson

From: Donal Devlin [Donal.Devlin@dna.co.nz]
Sent: Tuesday, 16 March 2010 10:30 a.m.
To: Meredith Robinson
Subject: Re: DNA feedback!

It just keeps coming – here is another:

1. I take public transit from the CBD and get off at bus stop #5024 on the west side of Thorndon Quay, under the Hwy 1 motorway. The constant flow of vehicular and cyclist traffic coming both ways makes it a bit daunting to cross the street to get to the 262 Thorndon Quay. Moreover, I'm concerned the southbound traffic may fail to see me as they come around a curving road.
 2. There is a very generous setback between the footpath and single vehicle lane. I understand this is to accommodate street parking and the cycle path. However, it's just wide enough to remove people from the line of sight of bus drivers while waiting at the stop. On more than one occasion, I've experienced buses going right past me while standing at bus stop #5492 under the motorway, on the east side of Thorndon Quay.
 3. I believe Thorndon Quay transitions to Hutt Road around Tinakori Road. As I'm still familiarising myself with the different buses I can take in the morning, I double check with the bus driver that Thorndon Quay is on their route. This usually elicits a no response, but if I mention Hutt Road there is affirmation. This is more of a hunch rather than a concrete observation, but I believe that bus drivers are less familiar with Thorndon Quay than they are Hutt Road, which may or may not have correlation to something to the transition of names, or perhaps the road itself.
 4. On the west side of Thorndon Quay, under Hwy 1 is a pathway that gets to the New World supermarket on Molesworth Street (I believe). I've never been there myself but since it's the nearest market I've observed a number of people crossing to access that path, which adds more pedestrian traffic under Hwy 1.
-

APPENDIX SIX

**Proposed Traffic Resolution
Thorndon Quay – Thorndon, Ref 64-10**

Proposed Traffic Resolution

File Ref: 8/30/102

Reference Number: 64-10

Location: Thorndon Quay - Thorndon

Proposal: Clearway 7-9am, Pedestrian Crossing and changes to Metered Parking

Information: Wellington City Council is making a number of changes to Thorndon Quay to improve safety for pedestrians and cyclists. However this will result in some changes to the way parking will operate during the day.

Over the last 10 years we have seen an increase in hourly commuter cyclists from 75 to nearly 300, unfortunately the number of reported crashes along Thorndon Quay involving cyclists has also increased from an average of one up to six per year. Thorndon Quay is now reported to be one of the worst sections of road in Wellington in terms of the level of safety it offers to cyclists.

The greatest amount of cycle related crashes occur between 7–9am in the southbound direction. These crashes mainly relate to drivers turning into parking spaces and driveways. To improve safety it is planned to increase the distance between turning vehicles and cyclists by removing parking on the southbound side of Thorndon Quay between 7-9am. After 9am parking will revert back to the status quo. The attached plan shows the extent of the clearway.

It is also proposed to convert some of the angle parking at the western end of Thorndon Quay from 90 minutes max to 10 hours max. This will provide parking for those commuters that currently park before 9am in the 10 hour parks opposite Davis Street.

As part of the project a new pedestrian crossing will be built midway between Davis Street and the motorway over bridge. There has been a long standing request for additional crossings and with the installation of the clearway; there may be an increase in demand to cross the road. The crossing will also provide a slowing effect.

Ten years ago it was proposed to install dedicated cycle lanes in both directions between the parking and traffic lanes. To accommodate this, angle parking was to be altered to parallel on one side of the road along the entire length. At that time the Council agreed with the concerns of businesses of Thorndon that the loss of over 40 parking spaces to accommodate the cycle lanes was significant enough not to proceed with that proposal.

We have examined a number of options to improve safety for cyclists and still believe that the best overall approach for cyclists is the original concept of dedicated lanes with an associated loss of parking, however given the level of concern raised previously it is not proposed to develop this concept any further at this time.

Proposed Traffic Resolution

- 1) Advertisement in the Dominion Post Newspaper 23 February 2010
- 2) Objection period closes. 23 March 2010
- 3) If no objections received report sent to Strategy and Policy Committee for approval. 22 April 2010
- 4) If objections are received, further consultation or amendment as appropriate.

Proposed Traffic Resolution

Proposed Traffic Resolution

File Ref: 8/30/102

Reference Number: 64-10

Location: Thorndon Quay - Thorndon

Proposal: Clearway 7-9am, Pedestrian Crossing and changes to Metered Parking

Legal Description:

Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Thorndon Quay	<i>P5, Monday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 624.5 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 6 metres.</i>
Thorndon Quay	<i>P5, Monday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 542.5 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 8.5 metres.</i>

Delete from Schedule B (Restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Thorndon Quay	<i>Bus stop, at all times.</i>	<i>Southeast side, following the kerbline 223.5 metres southwest of its intersection with the prolongation of the north- western kerbline of Moore Street (Grid Coordinates X=2659244.087787 m, Y=5990761.656076 m) and</i>

Proposed Traffic Resolution

extending in a south-westerly direction for 23 metres.

Thorndon Quay	<i>Bus stop, at all times.</i>	<i>East side, following the kerbline 194.5 metres southwest of its intersection with the prolongation of the north-western kerbline of Moore Street (Grid Coordinates X=2659244.087787 m, Y=5990761.656076 m) and extending in a southerly direction for 23 metres.</i>
Thorndon Quay	<i>Bus stop, at all times.</i>	<i>Southeast side, following the kerbline 11.5 metres southwest of its intersection with the prolongation of the north-western kerbline of Moore Street (Grid Coordinates X=2659244.087787 m, Y=5990761.656076 m) and extending in a south-westerly direction for 19 metres..</i>
Thorndon Quay	<i>Bus stop, at all times.</i>	<i>East side, following the kerbline 774 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 13 metres.</i>
Thorndon Quay	<i>Bus stop, at all times.</i>	<i>East side, following the kerbline 425 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 16.5 metres.</i>
Thorndon Quay	<i>Bus stop, at all times.</i>	<i>East side, following the kerbline 215.5 metres south of its intersection with Hutt Road (Grid Coordinates</i>

Proposed Traffic Resolution

		<i>X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 17 metres.</i>
Thorndon Quay	<i>Bus stop, at all times.</i>	<i>East side, following the kerbline 29.5 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 16 metres.</i>
Thorndon Quay	<i>Loading zone - goods vehicles and authorised vehicles only, P15, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 505 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 9 metres.</i>
Thorndon Quay	<i>Loading zone - goods vehicles and authorised vehicles only, Monday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 410.5 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 14.5 metres.</i>
Thorndon Quay	<i>Motorcycle parking, Monday to Sunday 8:00am – 9:00pm.</i>	<i>East side, following the kerbline 490.5 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 5.5 metres</i>
Thorndon Quay	<i>WCC Drainage vehicles parking, at all times.</i>	<i>Southeast side, following the kerbline 227.5 metres southwest of its intersection with the prolongation of the southern kerbline of Davis Street (Grid Coordinates</i>

Proposed Traffic Resolution

*X=2659417.069349 m,
Y=5990950.835867 m) and
extending in a south-westerly
direction for 13 metres.*

Thorndon Quay *WCC Drainage
vehicles parking,
at all times*

*East side, following the kerbline
624.5 metres south of its
intersection with Hutt Road
(Grid Coordinates
X=2659239.5463 m,
Y=5991713.91497 m) and
extending in a southerly
direction for 6 metres.*

Thorndon Quay *WCC Drainage
vehicles parking,
at all times*

*East side, following the kerbline
621.5 metres south of its
intersection with Hutt Road
(Grid Coordinates
X=2659239.5463 m,
Y=5991713.91497 m) and
extending in a southerly
direction for 3 metres..*

Thorndon Quay *WCC Drainage
vehicles parking,
at all times*

*East side, following the kerbline
239.5 metres south of its
intersection with Hutt Road
(Grid Coordinates
X=2659239.5463 m,
Y=5991713.91497 m) and
extending in a southerly
direction for 12 metres.*

Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

Column One

Column Two

Column Three

Thorndon Quay

*No stopping,
at all times.*

*East side, following the kerbline
186.5 metres southwest of its
intersection with the
prolongation of the north-
western kerbline of Moore
Street (Grid Coordinates
X=2659244.087787 m,
Y=5990761.656076 m) and
extending in a southerly
direction for 8 metres.*

Proposed Traffic Resolution

Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 112.5 metres southwest of its intersection with the prolongation of the north-western kerbline of Moore Street (Grid Coordinates X=2659244.087787 m, Y=5990761.656076 m) and extending in a southerly direction for 10 metres.</i>
Thorndon Quay	<i>No stopping, at all times.</i>	<i>Southeast side, following the kerbline 262 metres southwest of its intersection with the prolongation of the southern kerbline of Davis Street (Grid Coordinates X=2659417.069349 m, Y=5990950.835867 m) and extending in a south-westerly direction for 22.5 metres.</i>
Thorndon Quay	<i>No stopping, at all times.</i>	<i>Southeast side, following the kerbline 183 metres southwest of its intersection with the prolongation of the southern kerbline of Davis Street (Grid Coordinates X=2659417.069349 m, Y=5990950.835867 m) and extending in a south-westerly direction for 12 metres.</i>
Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 787 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 22.5 metres.</i>
Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 738 metres south of its intersection with Hutt Road (Grid Coordinates</i>

Proposed Traffic Resolution

		<i>X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 11 metres.</i>
<i>Thorndon Quay</i>	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 693.5 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 12 metres.</i>
<i>Thorndon Quay</i>	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 663 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 9.5 metres.</i>
<i>Thorndon Quay</i>	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 593 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 15 metres.</i>
<i>Thorndon Quay</i>	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 573.5 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 11.5 metres.</i>
<i>Thorndon Quay</i>	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 514 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and</i>

Proposed Traffic Resolution

extending in a southerly direction for 8 metres.

Thorndon Quay *No stopping, at all times.*

East side, following the kerbline 496 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 9 metres.

Thorndon Quay *No stopping, at all times.*

East side, following the kerbline 467 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 23.5 metres.

Thorndon Quay *No stopping, at all times.*

East side, following the kerbline 441.5 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 9 metres.

Thorndon Quay *No stopping, at all times.*

East side, following the kerbline 391 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 19.5 metres.

Thorndon Quay *No stopping, at all times.*

East side, following the kerbline 372.5 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 11 metres.

Proposed Traffic Resolution

Thorndon Quay *No stopping,
at all times.* *East side, following the kerbline
340.5 metres south of its
intersection with Hutt Road
(Grid Coordinates
X=2659239.5463 m,
Y=5991713.91497 m) and
extending in a southerly
direction for 9.5 metres.*

Thorndon Quay *No stopping,
at all times.* *East side, following the kerbline
286.5 metres south of its
intersection with Hutt Road
(Grid Coordinates
X=2659239.5463 m,
Y=5991713.91497 m) and
extending in a southerly
direction for 9 metres.*

Thorndon Quay *No stopping,
at all times.* *East side, following the kerbline
251.5 metres south of its
intersection with Hutt Road
(Grid Coordinates
X=2659239.5463 m,
Y=5991713.91497 m) and
extending in a southerly
direction for 7 metres.*

Thorndon Quay *No stopping,
at all times.* *East side, following the kerbline
232.5 metres south of its
intersection with Hutt Road
(Grid Coordinates
X=2659239.5463 m,
Y=5991713.91497 m) and
extending in a southerly
direction for 7 metres.*

Thorndon Quay *No stopping,
at all times.* *East side, following the kerbline
208.5 metres south of its
intersection with Hutt Road
(Grid Coordinates
X=2659239.5463 m,
Y=5991713.91497 m) and
extending in a southerly
direction for 7 metres.*

Thorndon Quay *No stopping,* *East side, following the kerbline*

Proposed Traffic Resolution

	<i>at all times.</i>	<i>161 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 8.5 metres.</i>
Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 124.5 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 5.5 metres.</i>
Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 106 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 6.5 metres.</i>
Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 63 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 31 metres.</i>
Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 45.5 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 7.5 metres.</i>
Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline from its intersection with Hutt Road (Grid Coordinates</i>

Proposed Traffic Resolution

*X=2659239.5463 m,
 Y=5991713.91497 m) and
 extending in a southerly
 direction for 29.5 metres.*

Thorndon Quay

*No stopping,
 at all times.*

*West side, following the
 kerbline 365 metres north of its
 intersection with Davis Street
 (Grid Coordinates
 X=2659398.716872 m,
 Y=5990954.585453 m) and
 extending in a northerly
 direction for 11 metres.*

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

Column One

Column Two

Column Three

Thorndon Quay

*Metered parking,
 P90 Maximum
 Monday to Sunday
 8:00am - 9:00pm.*

*East side, following the kerbline
 122.5 metres southwest of its
 intersection with the
 prolongation of the north-
 western kerbline of Moore
 Street (Grid Coordinates
 X=2659244.087787 m,
 Y=5990761.656076 m) and
 extending in a southerly
 direction for 64 metres. (11
 parallel carparks)*

Thorndon Quay

*Metered parking,
 P90 Maximum
 Monday to Sunday
 8:00am - 9:00pm.*

*Southeast side, following the
 kerbline 30.5 metres southwest
 of its intersection with the
 prolongation of the north-
 western kerbline of Moore
 Street (Grid Coordinates
 X=2659244.087787 m,
 Y=5990761.656076 m) and
 extending in a south-westerly
 direction for 82 metres. (14
 parallel carparks)*

Thorndon Quay

*Metered parking,
 P90 Maximum
 Monday to Sunday
 8:00am - 9:00pm.*

*East side, following the kerbline
 642.5 metres south of its
 intersection with Hutt Road
 (Grid Coordinates
 X=2659239.5463 m,*

Proposed Traffic Resolution

		<i>Y=5991713.91497 m) and extending in a southerly direction for 20.5 metres. (7 angle carparks)</i>
<i>Thorndon Quay</i>	<i>Metered parking, P90 Maximum Monday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 608 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 13.5 metres. (5 angle carparks)</i>
<i>Thorndon Quay</i>	<i>Metered parking, P90 Maximum Monday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 585 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 8 metres. (3 angle carparks)</i>
<i>Thorndon Quay</i>	<i>Metered parking, P90 Maximum Monday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 551 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 22.5 metres. (8 angle carparks)</i>
<i>Thorndon Quay</i>	<i>Metered parking, P90 Maximum Monday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 522 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 4.5 metres. (2 angle carparks)</i>
<i>Thorndon Quay</i>	<i>Metered parking, P90 Maximum</i>	<i>East side, following the kerbline 450.5 metres south of its</i>

Proposed Traffic Resolution

	<i>Monday to Sunday 8:00am - 9:00pm.</i>	<i>intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 14 metres. (5 angle carparks)</i>
Thorndon Quay	<i>Metered parking, P90 Maximum Monday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 383.5 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 7.5 metres. (2 angle carparks)</i>
Thorndon Quay	<i>Metered parking, P90 Maximum Monday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 350 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 22.5 metres. (8 angle carparks).</i>
Thorndon Quay	<i>Metered parking, P90 Maximum Monday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 295.5 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 45 metres. (16 angle carparks)</i>
Thorndon Quay	<i>Metered parking, P90 Maximum Monday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 258.5 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 28 metres. (5 parallel carparks)</i>

Proposed Traffic Resolution

Thorndon Quay	<i>Metered parking, P90 Maximum Monday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 169.5 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 39 metres. (7 parallel carparks)</i>
Thorndon Quay	<i>Metered parking, P90 Maximum Monday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 130 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 31 metres. (5 parallel carparks)</i>
Thorndon Quay	<i>Metered parking, P90 Maximum Monday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 94 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 12 metres. (2 parallel carparks)</i>
Thorndon Quay	<i>Metered parking, P90 Maximum Monday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 53 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 10 metres. (2 parallel carparks)</i>
Thorndon Quay	<i>Metered parking, P90 Maximum Monday to Sunday 8:00am - 9:00pm.</i>	<i>West side, following the kerbline 305 metres north of its intersection with Davis Street (Grid Coordinates X=2659398.716872 m,</i>

Proposed Traffic Resolution

Y=5990954.585453 m) and extending in a northerly direction for 19.5 metres. (7 angle carparks)

<i>Thorndon Quay</i>	<i>Metered parking, P90 Maximum Monday to Sunday 8:00am - 9:00pm.</i>	<i>West side, following the kerbline 350 metres north of its intersection with Davis Street (Grid Coordinates X=2659398.716872 m, Y=5990954.585453 m) and extending in a northerly direction for 15 metres. (3 angle carparks)</i>
<i>Thorndon Quay</i>	<i>Metered parking, P90 Maximum Monday to Sunday 8:00am - 9:00pm.</i>	<i>West side, following the kerbline 576.5 metres north of its intersection with Davis Street (Grid Coordinates X=2659398.716872 m, Y=5990954.585453 m) and extending in a northerly direction for 121.5 metres. (42 angle carparks)</i>
<i>Thorndon Quay</i>	<i>Metered parking, P90 Maximum Monday to Sunday 8:00am - 9:00pm.</i>	<i>West side, following the kerbline 726 metres north of its intersection with Davis Street (Grid Coordinates X=2659398.716872 m, Y=5990954.585453 m) and extending in a northerly direction for 58 metres. (19 angle carparks)</i>
<i>Thorndon Quay</i>	<i>Metered parking, P10 hours Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday 8:00am – 6:00pm.</i>	<i>Southeast side, following the kerbline 241.5 metres southwest of its intersection with the prolongation of the southern kerbline of Davis Street (Grid Coordinates X=2659417.069349 m, Y=5990950.835867 m) and extending in a south-westerly direction for 20.5 metres. (7 angle carparks)</i>

Proposed Traffic Resolution

Thorndon Quay	<i>Metered parking, P10 hours Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday 8:00am – 6:00pm.</i>	<i>Southeast side, following the kerbline 195 metres southwest of its intersection with the prolongation of the southern kerbline of Davis Street (Grid Coordinates X=2659417.069349 m, Y=5990950.835867 m) and extending in a south-westerly direction for 32.5 metres. (11 angle carparks)</i>
Thorndon Quay	<i>Metered parking, P10 hours Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday 8:00am – 6:00pm.</i>	<i>East side, following the kerbline 25 metres south of its intersection with the prolongation of the southern kerbline of Davis Street (Grid Coordinates X=2659417.069349 m, Y=5990950.835867 m) and extending initially in a southerly direction, and then following the direction of the kerbline for a total of 158 metres. (52 angle carparks)</i>
Thorndon Quay	<i>Metered parking, P10 hours Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday 8:00am – 6:00pm.</i>	<i>East side, following the kerbline from its intersection with the prolongation of the southern kerbline of Davis Street (Grid Coordinates X=2659417.069349 m, Y=5990950.835867 m) and extending in a southerly direction for 18.5 metres. (4 angle carparks)</i>
Thorndon Quay	<i>Metered parking, P10 hours Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday 8:00am – 6:00pm.</i>	<i>East side, following the kerbline 749 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 20.5 metres. (8 angle carparks)</i>

Proposed Traffic Resolution

Thorndon Quay *Metered parking, P10 hours Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday 8:00am – 6:00pm.*

East side, following the kerbline 705.5 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 32.5 metres. (11 angle carparks)

Thorndon Quay *Metered parking, P10 hours Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday 8:00am – 6:00pm.*

East side, following the kerbline 672.5 metres south of its intersection with Hutt Road (Grid Coordinates X=2659239.5463 m, Y=5991713.91497 m) and extending in a southerly direction for 21 metres. (7 angle carparks).

Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Thorndon Quay	<i>P5, Monday to Sunday 7:00am - 9:00pm.</i>	<i>East side, following the kerbline 624.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 6 metres. .</i>

Thorndon Quay	<i>P5, Monday to Friday 9:00am - 9:00pm, Saturday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 542.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 8.5 metres.</i>
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Thorndon Quay	<i>P5, Monday to Friday</i>	<i>East side, following the kerbline 450.5 metres south of its</i>
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Proposed Traffic Resolution

7:00am - 9:00am.

*intersection with Hutt Road
(Grid Coordinates
 $x= 1749218.1$ m,
 $y= 5430001.8$ m), and
extending in a southerly
direction for 17.5 metres.
(3 parallel carparks)*

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

Column One	Column Two	Column Three
Thorndon Quay	<i>Bus Stop, at all times.</i>	<i>East side, following the kerbline 1314.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a south-westerly direction for 23 metres.</i>
Thorndon Quay	<i>Bus Stop, at all times.</i>	<i>East side, following the kerbline 1285.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 23 metres.</i>
Thorndon Quay	<i>Bus Stop, at all times.</i>	<i>East side, following the kerbline 1102.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a south-westerly direction for 19 metres.</i>
Thorndon Quay	<i>Bus Stop, at all times.</i>	<i>East side, following the kerbline 774 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly</i>

Proposed Traffic Resolution

direction for 13 metres.

Thorndon Quay *Bus Stop,
at all times.* *East side, following the kerbline
425 metres south of its
intersection with Hutt Road
(Grid Coordinates
x= 1749218.1 m,
y= 5430001.8 m), and
extending in a southerly
direction for 16.5 metres.*

Thorndon Quay *Bus Stop,
at all times.* *East side, following the kerbline
215.5 metres south of its
intersection with Hutt Road
(Grid Coordinates
x= 1749218.1 m,
y= 5430001.8 m), and
extending in a southerly
direction for 17 metres.*

Thorndon Quay *Bus Stop,
at all times.* *East side, following the kerbline
29.5 metres south of its
intersection with Hutt Road
(Grid Coordinates
x= 1749218.1 m,
y= 5430001.8 m), and
extending in a southerly
direction for 16 metres.*

Thorndon Quay *Loading zone -
goods vehicles and
authorised vehicles
only,
P15,
Monday to Friday
9:00am - 6:00pm,
Saturday
8:00am - 6:00pm.* *East side, following the kerbline
505 metres south of its
intersection with Hutt Road
(Grid Coordinates
x= 1749218.1 m,
y= 5430001.8 m), and
extending in a southerly
direction for 9 metres..*

Thorndon Quay *Loading zone -
goods vehicles and
authorised vehicles
only,
P5,
Monday to Sunday
8:00am - 9:00pm.* *East side, following the kerbline
410.5 metres south of its
intersection with Hutt Road
(Grid Coordinates
x= 1749218.1 m,
y= 5430001.8 m), and
extending in a southerly
direction for 14.5 metres.*

Proposed Traffic Resolution

Thorndon Quay	<i>Loading zone - goods vehicles and authorised vehicles only, P15, Monday to Friday 8:00am - 6:00pm, Saturday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 490.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 5.5 metres.</i>
Thorndon Quay	<i>WCC Drainage vehicles parking, at all times.</i>	<i>East side, following the kerbline 1037.0 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a south-westerly direction for 13 metres.</i>
Thorndon Quay	<i>WCC Drainage vehicles parking, at all times.</i>	<i>East side, following the kerbline 624.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 6 metres.</i>
Thorndon Quay	<i>WCC Drainage vehicles parking, at all times.</i>	<i>East side, following the kerbline 239.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 12 metres.</i>
Thorndon Quay	<i>WCC Drainage vehicles parking, at all other times.</i>	<i>East side, following the kerbline 621.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 3 metres.</i>

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Thorndon Quay *Motorcycle parking,
Monday to Sunday
8:00am – 9:00pm.*

*West side, following the
kerbline 319 metres north of its
intersection with Davis Street
(Grid Coordinates
X=2659398.716872 m,
Y=5990954.585453 m) and
extending in a northerly
direction for 5 metres.*

Thorndon Quay *Loading zone -
goods vehicles and
authorised vehicles
only,
P15,
Monday to Saturday
8:00am - 6:00pm.*

*West side, following the
kerbline 601.5 metres north of
its intersection with Davis
Street (Grid Coordinates
X=2659398.716872 m,
Y=5990954.585453 m) and
extending in a northerly
direction for 11 metres*

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 1308.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 6 metres.</i>
Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 1277.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 8 metres.</i>
Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 1203.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m,</i>

Proposed Traffic Resolution

		<i>y= 5430001.8 m), and extending in a southerly direction for 10 metres.</i>
<i>Thorndon Quay</i>	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 1071.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 22.5 metres.</i>
<i>Thorndon Quay</i>	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 992.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 12 metres.</i>
<i>Thorndon Quay</i>	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 787 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 22.5 metres.</i>
<i>Thorndon Quay</i>	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 738 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 11 metres.</i>
<i>Thorndon Quay</i>	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 693.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly</i>

Proposed Traffic Resolution

direction for 12 metres.

Thorndon Quay *No stopping, at all times.* *East side, following the kerbline 663 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 9.5 metres.*

Thorndon Quay *No stopping, at all times.* *East side, following the kerbline 593 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 15 metres.*

Thorndon Quay *No stopping, at all times.* *East side, following the kerbline 573.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 11.5 metres.*

Thorndon Quay *No stopping, at all times.* *East side, following the kerbline 526.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 16 metres.*

Thorndon Quay *No stopping, at all times.* *East side, following the kerbline 514 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 8 metres.*

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Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 496 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 9 metres.</i>
Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 467 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 23.5 metres.</i>
Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 391 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 19.5 metres.</i>
Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 372.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 11 metres.</i>
Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 340.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 9.5 metres.</i>
Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 286.5 metres south of its</i>

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		<i>intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 9 metres.</i>
Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 251.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 7 metres.</i>
Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 232.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 7 metres.</i>
Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 208.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 7 metres.</i>
Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 161 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 8.5 metres.</i>
Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 124.5 metres south of its intersection with Hutt Road (Grid Coordinates</i>

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*x= 1749218.1 m,
y= 5430001.8 m), and
extending in a southerly
direction for 5.5 metres.*

Thorndon Quay *No stopping,
at all times.*

*East side, following the kerbline
106 metres south of its
intersection with Hutt Road
(Grid Coordinates
x= 1749218.1 m,
y= 5430001.8 m), and
extending in a southerly
direction for 6.5 metres.*

Thorndon Quay *No stopping,
at all times.*

*East side, following the kerbline
63 metres south of its
intersection with Hutt Road
(Grid Coordinates
x= 1749218.1 m,
y= 5430001.8 m), and
extending in a southerly
direction for 31 metres.*

Thorndon Quay *No stopping,
at all times.*

*East side, following the kerbline
45.5 metres south of its
intersection with Hutt Road
(Grid Coordinates
x= 1749218.1 m,
y= 5430001.8 m), and
extending in a southerly
direction for 7.5 metres.*

Thorndon Quay *No stopping,
at all times.*

*East side, following the kerbline
from its intersection with
Hutt Road
(Grid Coordinates
x= 1749218.1 m,
y= 5430001.8 m), and
extending in a southerly
direction for 29.5 metres.*

Thorndon Quay *No stopping,
at all times.*

*West side, following the
kerbline 368 metres north of its
intersection with Davis Street
(Grid Coordinates
X=2659398.716872 m,
Y=5990954.585453 m) and*

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extending in a northerly direction for 8 metres.

Thorndon Quay	<i>Clearway, Monday to Friday 7:00am – 9:00am.</i>	<i>East side, following the kerbline 1213.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 64 metres.</i>
Thorndon Quay	<i>Clearway, Monday to Friday 7:00am – 9:00am.</i>	<i>East side, following the kerbline 1121.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a south-westerly direction for 82 metres.</i>
Thorndon Quay	<i>Clearway, Monday to Friday 7:00am – 9:00am.</i>	<i>East side, following the kerbline 1051.0 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a south-westerly direction for 20.5 metres.</i>
Thorndon Quay	<i>Clearway, Monday to Friday 7:00am – 9:00am.</i>	<i>East side, following the kerbline 1004.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a south-westerly direction for 32.5 metres.</i>
Thorndon Quay	<i>Clearway, Monday to Friday 7:00am – 9:00am.</i>	<i>East side, following the kerbline 1004.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a south-westerly direction for 32.5 metres.</i>

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Thorndon Quay *Clearway,
Monday to Friday
7:00am – 9:00am.*

*East side, following the kerbline
809.5 metres south of its
intersection with Hutt Road
(Grid Coordinates
 $x= 1749218.1$ m,
 $y= 5430001.8$ m), and
extending in a southerly
direction for 18.5 metres.*

Thorndon Quay *Clearway,
Monday to Friday
7:00am – 9:00am.*

*East side, following the kerbline
749 metres south of its
intersection with Hutt Road
(Grid Coordinates
 $x= 1749218.1$ m,
 $y= 5430001.8$ m), and
extending in a southerly
direction for 20.5 metres.*

Thorndon Quay *Clearway,
Monday to Friday
7:00am – 9:00am.*

*East side, following the kerbline
705.5 metres south of its
intersection with Hutt Road
(Grid Coordinates
 $x= 1749218.1$ m,
 $y= 5430001.8$ m), and
extending in a southerly
direction for 32.5 metres.*

Thorndon Quay *Clearway,
Monday to Friday
7:00am – 9:00am.*

*East side, following the kerbline
672.5 metres south of its
intersection with Hutt Road
(Grid Coordinates
 $x= 1749218.1$ m,
 $y= 5430001.8$ m), and
extending in a southerly
direction for 21 metres.*

Thorndon Quay *Clearway,
Monday to Friday
7:00am – 9:00am.*

*East side, following the kerbline
642.5 metres south of its
intersection with Hutt Road
(Grid Coordinates
 $x= 1749218.1$ m,
 $y= 5430001.8$ m), and
extending in a southerly
direction for 20.5 metres.*

Thorndon Quay *Clearway,* *East side, following the kerbline*

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	<i>Monday to Friday 7:00am – 9:00am.</i>	<i>621.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 3 metres.</i>
<i>Thorndon Quay</i>	<i>Clearway, Monday to Friday 7:00am – 9:00am.</i>	<i>East side, following the kerbline 608 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 13.5 metres.</i>
<i>Thorndon Quay</i>	<i>Clearway, Monday to Friday 7:00am – 9:00am.</i>	<i>East side, following the kerbline 585 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 8 metres.</i>
<i>Thorndon Quay</i>	<i>Clearway, Monday to Friday 7:00am – 9:00am.</i>	<i>East side, following the kerbline 551 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 22.5 metres.</i>
<i>Thorndon Quay</i>	<i>Clearway, Monday to Friday 7:00am – 9:00am.</i>	<i>East side, following the kerbline 542.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 8.5 metres.</i>
<i>Thorndon Quay</i>	<i>Clearway, Monday to Friday 7:00am – 9:00am.</i>	<i>East side, following the kerbline 522 metres south of its intersection with Hutt Road</i>

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		<p><i>(Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 4.5 metres.</i></p>
Thorndon Quay	<p><i>Clearway, Monday to Friday 7:00am – 9:00am.</i></p>	<p><i>East side, following the kerbline 505 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 9 metres.</i></p>
Thorndon Quay	<p><i>Clearway, Monday to Friday 7:00am – 9:00am.</i></p>	<p><i>East side, following the kerbline 383.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 7.5 metres.</i></p>
Thorndon Quay	<p><i>Clearway, Monday to Friday 7:00am – 9:00am.</i></p>	<p><i>East side, following the kerbline 350 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 22.5 metres.</i></p>
Thorndon Quay	<p><i>Clearway, Monday to Friday 7:00am – 9:00am.</i></p>	<p><i>East side, following the kerbline 295.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 45 metres.</i></p>
Thorndon Quay	<p><i>Clearway, Monday to Friday 7:00am – 9:00am.</i></p>	<p><i>East side, following the kerbline 258.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m,</i></p>

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		<i>y= 5430001.8 m), and extending in a southerly direction for 28 metres.</i>
Thorndon Quay	<i>Clearway, Monday to Friday 7:00am – 9:00am.</i>	<i>East side, following the kerbline 169.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 39 metres.</i>
Thorndon Quay	<i>Clearway, Monday to Friday 7:00am – 9:00am.</i>	<i>East side, following the kerbline 130 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 31 metres.</i>
Thorndon Quay	<i>Clearway, Monday to Friday 7:00am – 9:00am.</i>	<i>East side, following the kerbline 112.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 12 metres.</i>
Thorndon Quay	<i>Clearway, Monday to Friday 7:00am – 9:00am.</i>	<i>East side, following the kerbline 94 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 12 metres.</i>
Thorndon Quay	<i>Clearway, Monday to Friday 7:00am – 9:00am.</i>	<i>East side, following the kerbline 53 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly</i>

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direction for 10 metres.

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

Column One	Column Two	Column Three
Thorndon Quay	<i>Metered parking, P90 Maximum Monday to Friday 9:00am - 9:00pm, Saturday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 1213.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 64 metres. (11 parallel carparks)</i>
Thorndon Quay	<i>Metered parking, P90 Maximum Monday to Friday 9:00am - 9:00pm, Saturday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 1121.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a south-westerly direction for 82 metres. (14 parallel carparks)</i>
Thorndon Quay	<i>Metered parking, P90 Maximum Monday to Friday 9:00am - 9:00pm, Saturday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 642.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 20.5 metres. (7 angle carparks)</i>
Thorndon Quay	<i>Metered parking, P90 Maximum Monday to Friday 9:00am - 9:00pm, Saturday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 608 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 13.5 metres. (5 angle carparks).</i>

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<i>Thorndon Quay</i>	<i>Metered parking, P90 Maximum Monday to Friday 9:00am - 9:00pm, Saturday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 585 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 8 metres. (3 angle carparks)</i>
<i>Thorndon Quay</i>	<i>Metered parking, P90 Maximum Monday to Friday 9:00am - 9:00pm, Saturday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 551 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 22.5 metres. (8 angle carparks)</i>
<i>Thorndon Quay</i>	<i>Metered parking, P90 Maximum Monday to Friday 9:00am - 9:00pm, Saturday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 522 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 4.5 metres. (2 angle carparks)</i>
<i>Thorndon Quay</i>	<i>Metered parking, P90 Maximum Monday to Friday 9:00am - 9:00pm, Saturday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 383.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 7.5 metres. (2 angle carparks)</i>
<i>Thorndon Quay</i>	<i>Metered parking, P90 Maximum Monday to Friday 9:00am - 9:00pm, Saturday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 350 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly</i>

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		<i>direction for 22.5 metres. (8 angle carparks)</i>
<i>Thorndon Quay</i>	<i>Metered parking, P90 Maximum Monday to Friday 9:00am - 9:00pm, Saturday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 295.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 45 metres. (16 angle carparks)</i>
<i>Thorndon Quay</i>	<i>Metered parking, P90 Maximum Monday to Friday 9:00am - 9:00pm, Saturday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 258.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 28 metres. (5 parallel carparks)</i>
<i>Thorndon Quay</i>	<i>Metered parking, P90 Maximum Monday to Friday 9:00am - 9:00pm, Saturday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 169.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 39 metres. (7 parallel carparks)</i>
<i>Thorndon Quay</i>	<i>Metered parking, P90 Maximum Monday to Friday 9:00am - 9:00pm, Saturday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 130 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 31 metres. (5 parallel carparks)</i>
<i>Thorndon Quay</i>	<i>Metered parking, P90 Maximum Monday to Friday 9:00am - 9:00pm,</i>	<i>East side, following the kerbline 112.5 metres south of its intersection with Hutt Road (Grid Coordinates</i>

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	<i>Saturday to Sunday 8:00am - 9:00pm.</i>	<i>x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 12 metres. (2 parallel carparks)</i>
Thorndon Quay	<i>Metered parking, P90 Maximum Monday to Friday 9:00am - 9:00pm, Saturday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 94 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 12 metres. (2 parallel carparks)</i>
Thorndon Quay	<i>Metered parking, P90 Maximum Monday to Friday 9:00am - 9:00pm, Saturday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 53 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 10 metres. (2 parallel carparks)</i>
Thorndon Quay	<i>Metered parking, P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 1051.0 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 20.5 metres. (7 angle carparks)</i>
Thorndon Quay	<i>Metered parking, P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 1004.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 32.5 metres. (11 angle carparks)</i>
Thorndon Quay	<i>Metered parking,</i>	<i>East side, following the kerbline</i>

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	<p><i>P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i></p>	<p><i>834.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending initially in a southerly direction, and then following the direction of the kerbline for a total of 158 metres. (52 angle carparks)</i></p>
Thorndon Quay	<p><i>Metered parking, P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i></p>	<p><i>East side, following the kerbline 809.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 18.5 metres. (4 angle carparks)</i></p>
Thorndon Quay	<p><i>Metered parking, P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i></p>	<p><i>East side, following the kerbline 749 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 20.5 metres. (8 angle carparks).</i></p>
Thorndon Quay	<p><i>Metered parking, P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i></p>	<p><i>East side, following the kerbline 705.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 32.5 metres. (11 angle carparks).</i></p>
Thorndon Quay	<p><i>Metered parking, P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm,</i></p>	<p><i>East side, following the kerbline 672.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and</i></p>

Proposed Traffic Resolution

	<i>Saturday 8:00am - 6:00pm.</i>	<i>extending in a southerly direction for 21 metres. (7 angle carparks)</i>
Thorndon Quay	<i>Metered parking, P90 Maximum Monday to Friday 9:00am - 9:00pm, Saturday to Sunday 8:00am - 9:00pm.</i>	<i>East side, following the kerbline 450.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 17.5 metres. (3 parallel carparks)</i>
Thorndon Quay	<i>Metered parking, P90 Maximum Monday to Sunday 8:00am - 9:00pm.</i>	<i>West side, following the kerbline 305 metres north of its intersection with Davis Street (Grid Coordinates X=2659398.716872 m, Y=5990954.585453 m) and extending in a northerly direction for 14 metres. (5 angle carparks)</i>
Thorndon Quay	<i>Metered parking, P90 Maximum Monday to Sunday 8:00am - 9:00pm.</i>	<i>West side, following the kerbline 356.5 metres north of its intersection with Davis Street (Grid Coordinates X=2659398.716872 m, Y=5990954.585453 m) and extending in a northerly direction for 11.5 metres. (2 parallel carparks)</i>
Thorndon Quay	<i>Metered parking, P90 Maximum Monday to Sunday 8:00am - 9:00pm.</i>	<i>West side, following the kerbline 576.5 metres north of its intersection with Davis Street (Grid Coordinates X=2659398.716872 m, Y=5990954.585453 m) and extending in a northerly direction for 25 metres. (10 angle carparks)</i>
Thorndon Quay	<i>Metered parking, P90 Maximum</i>	<i>West side, following the kerbline 612.5 metres north of</i>

Proposed Traffic Resolution

*Monday to Sunday
8:00am - 9:00pm.*

its intersection with Davis Street (Grid Coordinates X=2659398.716872 m, Y=5990954.585453 m) and extending in a northerly direction for 85.5 metres. (34 angle carparks)

Thorndon Quay

*Metered parking,
P10 Hours
Maximum,
Monday to Thursday
8:00am - 6:00pm,
Friday
8:00am - 8:00pm,
Saturday
8:00am - 6:00pm.*

West side, following the kerbline 726 metres north of its intersection with Davis Street (Grid Coordinates X=2659398.716872 m, Y=5990954.585453 m) and extending in a northerly direction for 58 metres. (19 angle carparks)

Add to Schedule H (Pedestrian Crossings) of the Traffic Restrictions Schedule

Column One

Column Two

Column Three

Thorndon Quay

Pedestrian crossing.

East side, following the kerbline 445.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m),

Proposed Traffic Resolution

File Ref: 8/30/102

Reference Number: 64-10

Location: Thorndon Quay - Thorndon

Proposal: Clearway 7-9am, Pedestrian Crossing and changes to Metered Parking

Prepared By : **Paul Barker**

(Safe & Sustainable Transport
Manager)

Comments:

WCC Contact:

Paul Barker
Safe & Sustainable Transport Manager
Transport Planning
Wellington City Council

101 Wakefield Street / PO Box 2199,
Wellington

Phone: +64 4 803 8043
Mobile: 021 2278043
Fax: +64 4 801 3009
Email: paul.barker@wcc.govt.nz