
**ORDINARY MEETING
OF
PŪRORO ĀMUA | PLANNING AND ENVIRONMENT
COMMITTEE
SUPPLEMENTARY AGENDA**

Time: 9:30am
Date: Thursday, 15 September 2022
Venue: Ngake (16.09)
Level 16, Tahiwi
113 The Terrace
Wellington

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2. General Business

NEWTOWN TO CITY BIKE AND BUS IMPROVEMENTS - TRAFFIC RESOLUTION APPROVAL

Kōrero taunaki | Summary of considerations

Purpose

This report recommends the adoption of a traffic resolution to enable completion of installation of the Newtown to City interim bike and bus improvements, as part of the accelerated delivery of the bike network, Paneke Pōneke, adopted in March 2022.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy
- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

Relevant Previous decisions

In December 2019 Council adopted the Bus Priority Action Plan that was collaboratively developed with Greater Wellington Regional Council and identified Newtown to city as a top priority for improvements to reliability and travel times for bus users.

Council approved the Parking Policy in August 2020 which set out principles and priorities used to inform these proposed changes.

Through the development of the Long-term Plan 2021-2031, the Council provided \$231 million over ten years for the delivery of a connected bike network. This included \$52 million that was brought forward to accelerate a rapid roll-out of the network in Years 1-3.

The Pūroro Āmua | Planning and Environment Committee, at its meeting on 23 September 2021, approved the release of a draft Bike Network Plan (refreshed Cycleways Masterplan) for consultation and endorsed officers to “commence work to install transitional schemes for the routes from the City to Newtown and the City to the Botanic Gardens in partnership with LGWM”

On 10 March 2022 the Pūroro Āmua | Planning and Environment Committee adopted the Bike Network Plan – Paneke Pōneke alongside a strategic traffic resolution that confirmed the streets that make up the bike network, including Cambridge and Kent Tce, Adelaide Road and Riddiford St.

In July 2022, following our Let’s Get Wellington Moving partners, Waka Kotahi and Greater Wellington Regional Council, Wellington City Council approved this route as the corridor for Mass Rapid Transit, with construction currently due to start from 2027 and take between 5-7 years.

Significance

The decision is **rated medium significance** in accordance with schedule 1 of the Council’s Significance and Engagement Policy. This project delivers on policies and plans that have all been considered of high significance and undertaken city-wide public consultation, including the Long-Term Plan, Parking Policy, Te Atakura and the Wellington Bike Network Plan (Paneke Pōneke). The Significance and Engagement Policy specifically identifies that work on main roads is considered of ‘Medium’ significance, as opposed to new roads or city-wide changes, which are considered ‘High’.

Financial considerations

Nil Budgetary provision in Annual Plan / Long-term Plan Unbudgeted \$X

Funding for this project has been approved as part of the Long-Term Plan. It has also been approved by Waka Kotahi for 51% subsidy from the National Land Transport Fund.

Risk

Low Medium High Extreme

This project enables mode shift by re-allocating street space to provide safer, more efficient and easier low-carbon transport options. Not enabling mode shift will compromise the City’s ability to achieve its transformative plan for transport, in turn impacting emission reduction targets, urban amenity and development outcomes, as well as access, safety and resilience goals. Changes to carparking availability is likely to concern carpark users. The City’s policy and planning framework supports this change.

Authors	Claire Pascoe, Transitional Programme Manager Renee Corlett, Project Lead
Authoriser	Liam Hodgetts, Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That Pūroro Āmua | Planning and Environment Committee:

- 1) Receive the information
- 2) Note the submissions
- 3) Note the consultation summary report, and responses to design feedback shown in Attachments 1 and 2
- 4) Agree to make the following amendments to the traffic resolution:
 - a) Extend the proposed loading zone from 24 metres to 30 metres on Cambridge Terrace, removing one additional metered parking space outside 73 Cambridge Terrace, to accommodate car transporters
 - b) Relocate the start of the Bus lane on Riddiford Street 50 metres north to improve legibility
 - c) Alter 3 parks on the south side of Mein Street to P10 pick up and drop off 8:30am-9am and 2:45pm-3:15pm Monday – Friday during School terms only, P120 at all other times
 - d) Alter 3 parks on east side of Riddiford Street to P10 pick up and drop off 8:30am-9am and 2:45pm-3:15pm Monday – Friday during School terms only, P60 at all other times
 - e) Alter the P120 parks on Broomhedge Street to a Loading Zone 8am - 3pm Monday – Friday, P120 at all other times
 - f) Install four additional metered parking spaces P10 hours Monday to Sunday 8am – 8pm against the closed u-turn between Kent and Cambridge Terraces at 59 Kent Terrace
- 5) Agree to proceed with a separate traffic resolution process that seeks to extend bus lane hours on Kent and Cambridge Terraces to 24/7 based on the benefits to bus users and public feedback.
- 6) Adopt the traffic resolution set out in Attachment 3, incorporating the changes set out in recommendation 4.

Whakarāpopoto | Executive Summary

1. This report recommends the adoption of a traffic resolution to enable completion of the installation of the Newtown to City interim bike and bus improvements, as part of the accelerated delivery of the bike network, Paneke Pōneke, adopted in March 2022 and the Bus Priority Action Plan endorsed in 2019.
2. Installation of the improvements began in April using temporary traffic management plan powers however a Court challenge halted work. An out of court settlement was reached in July, and this traffic resolution is now proposed to complete the improvements.
3. It is still intended for monitoring, public feedback based on experience, and evaluation to enable adaptations to be made as appropriate over the short term. This process will transition through to a suite of permanent improvements along the route through the Let's Get Wellington Moving (LGWM) programme.

4. Community engagement on changes along this route has been undertaken several times in the last eight years.
5. In October 2021, communications and engagement began on this specific project. In November / December 2021 city-wide consultation was also undertaken on this route, as part of the wider “Our City Tomorrow,” Paneke Pōneke, draft District Plan, and LGWM Transformational Programme options. Consultation on this traffic resolution occurred between 11 to 31 August 2022.
6. 1875 responses were received during the consultation period, including 64 from organisations. Of the 1692 submissions that responded to the web form question of support, 67% supported or strongly supported the proposed changes and 30% opposed or strongly opposed the changes.
7. Oral submissions were heard by the Committee on 8 September 2022 and a summary report of oral submissions is set out in Attachment 4. A consultation summary report is also provided in Attachment 1.
8. There was a range of views on the proposals. Some of the key themes included general support for the bike network and this specific proposal, the intersection design at the Mein/Riddiford St, the impact of removing carparks, the economic impact on businesses along the route, the ability for vehicles to make u-turns along Kent and Cambridge Terrace, an alternative design using the footpaths down the median strip of Kent/Cambridge Terrace, operating hours of the bus lanes, the use and design of bus stop platforms and the consultation process. A more detailed list of feedback, including design suggestions and responses, is included in Attachment 2.

Takenga mai | Background

9. This traffic resolution enables the Council’s decision to deliver an accelerated rollout of the bike network as part of the Long-Term Plan, and Paneke Pōneke, the Wellington Bike Network Plan, which was adopted in March 2022.
10. The importance of making this route safer and more attractive for people to use public transport, walk and cycle has led to extensive engagement and consultation on street changes in Newtown over the last eight years. Consultation with the community has also been undertaken on the spatial and district plans and the Let’s Get Wellington mass rapid transit project. Newtown has been identified in these plans as a priority area for urban development and population growth, further increasing the need for safer, more efficient modes of transport to and from the city.
11. In 2014, a Citizens’ Advisory Panel, and others, began assessing potential cycling facilities in Berhampore and Newtown. In 2017, the Our Town Newtown project also sought feedback on the future of Newtown. You can read more about the [Citizens’ Advisory Panel](#) and other historic work in the [issues report](#).
12. In 2018, the Newtown Connections package was developed to understand the community views on how to make it safer and easier for people to ride bikes. Three route options were considered, all of which included Adelaide Rd and Riddiford St. The insight from this engagement informed the Bike Network Plan that confirmed this route as part of the primary bike network in March 2022, following further public consultation in late 2021.

13. In June 2022, following public consultation, WCC approved this route for Mass Rapid Transit (MRT), which will enable the City “to move more people with fewer vehicles, enable more housing, and help reduce emissions”. Prioritising shorter term interim improvements for bus users and people who would like to bike this short, relatively flat trip to and from the city would provide people with more transport options right now, and help achieve the City’s transformative vision.
14. Since Council endorsed a transitional project to proceed along this route in September 2021, officers have worked closely with Wellington Regional Hospital. This project aligns closely with their Travel Action Plan developed to provide their employees with more safe, easy and low-carbon transport options (Attachment 5). Around 5000 staff work at the hospital and more than half would consider alternatives to driving to work if these alternatives were improved. The mode shift enabled through this traffic resolution offers a short to midterm opportunity to reduce car trips in the area and therefore reduce parking demand at the hospital and in surrounding streets. This will result in more parking for visitors to the hospital and those that need it most.
15. Work commenced to deliver these interim improvements along this route in April under a temporary traffic management plan, however, in May an injunction was granted by the High Court that halted works until a court hearing later in the year. An agreement has since been made outside of court, which includes the Council reverting to a traffic resolution process.
16. Central government has acknowledged the operating and regulatory constraints for Councils making street changes under current legal settings. Consultation is currently underway on its Reshaping Streets package, which proposes to update legislation to give communities new ways to be involved in changes that affect them. This will make it easier for Councils to transform streets and trial changes that support public transport, active forms of travel, and improved urban spaces. These changes will also help New Zealand meet its emissions reduction targets, reduce deaths and serious injuries from transport, and improve health and wellbeing.
17. Community and stakeholder engagement for this project started in October last year and has been on-going since that time. Following the installation of the initial section on Riddiford St, feedback has been received on how it is operating and several advisory improvements have been made. Formal public consultation on the draft traffic resolution was undertaken from August 11 – August 31.
18. Despite reverting to the traffic resolution process, these improvements are still planned to be delivered in a faster and more agile way that minimises disruption, using materials that can be changed and relocated. If approved, continued public engagement and data gathering will be undertaken once the improvements have been installed and these inputs will inform future decisions about more long-term changes.

Kōrerorero | Discussion

19. This project has strong alignment with numerous Council strategies and policies and delivers on the Council decision in the Long-Term Plan to accelerate roll-out of the city’s bike network. The route was confirmed as part of Paneke Pōneke, approved in March 2022, and the project has been informed by the Parking Policy approved by Council in March 2020. It also helps deliver on Te Atakura, Wellington’s Climate Action

Plan and implements several of the key recommendations from the Bus Priority Action Plan, endorsed by Council in 2019.

20. The proposed designs have been developed by technical experts with input from public engagement and consultation. Since October 2021, over 1200 pieces of design feedback from design reviewers, key stakeholders and the wider community have been considered by officers prior to formal public consultation. To ensure the project met its objectives of mode shift and improved safety for people walking and cycling, not all suggestions were able to be incorporated into the proposed traffic resolution but several key changes were made based on community feedback. They included an additional loading zone on CCDHB land, off Riddiford St, and a reduction to peak hours only for the bus lanes along Cambridge and Kent Terrace. Following public consultation in August, a large volume of additional design feedback was received, resulting in further design changes recommended in this report.

21. The following key themes emerged through the consultation:

22. Strong general support for the proposed changes and getting on with delivering a connected bike network with some specific design concerns:

The project seeks to provide a connected bike route from Newtown to the city as quickly as possible. Given road width constraints, a design compromise has been accepted in the city-bound direction which includes a short section of shared bus/bike lane on Riddiford St and Adelaide Rd. This option reflects the constraints of the transitional programme which does not involve widening streets, or moving kerbs, and the objective to achieve multi-modal outcomes, particularly on key public transport routes. The city-bound direction was chosen for this compromise as it is the downhill direction, where there is less difference in speed between people on bikes and in vehicles. Sight lines in this direction are also clearer.

Officers will continue to work with Let's Get Wellington Moving regarding future changes along this corridor. Particularly where there may be an opportunity to incorporate physical changes suggested by the community that are out of scope of the transitional project. LGWM are also planning to integrate feedback, insight and data from these transitional changes into their business cases. Several specific pedestrian improvements that will require more significant civil works have already been identified and are likely to be delivered in a shorter timeframe through the LGWM targeted improvements package including an upgrade to the crossing facility to the waterfront, and the connection from Adelaide Road to Rugby Street.

23. Mein/Riddiford intersection design:

24. Feedback on how the existing section on Riddiford St is operating has been received from users and adjacent land owners having experienced the new layout. Based on this, a change to the Mein/Riddiford St intersection has been incorporated into this traffic resolution, including an extension of the separated bike lane and the alteration of traffic signal phases. The adaptable materials used for the transitional approach allows for this and the proposed change in design demonstrates the value in a more collaborative design process, based on experiential feedback.

25. Carpark removal:

Some of the submissions indicated strong opposition to the removal of car parking along the corridor, particularly from some business owners along the route. A parking management plan was developed to inform the design of this route and is provided as Attachment 6.

26. The proposed parking arrangement aligns to the principles and priorities of the Parking Policy adopted in 2020 and is based on the data and recommendations in the parking management plan. Parking data indicates that sufficient carparks will be retained on Kent and Cambridge Terraces to meet current demand. Adelaide Road and Riddiford St do not have sufficient space for on-street carparking to be provided in addition to footpaths, bike lanes, bus lanes and traffic lanes. Many businesses have off-street parking and several public off-street parking sites are available along this key transport route. Short term parking restrictions in side streets and relocated loading zones have been introduced to help mitigate the impact of the carpark removal.

27. Public submissions indicated concerns about the ability to access Wellington Hospital, with the reduction of on-street parking along Riddiford St. Officers worked closely with Te Whatu Ora – Health New Zealand, Capital, Coast and Hutt Valley to minimise these impacts, including coordinating the use of the Te Wao Nui (new Children’s Hospital) carpark at the end of Hospital Road and updating parking information on their website. Te Whatu Ora submitted in support of Paneke Pōneke and the implementation of the Newtown to City bus and bike improvements in 2021. They acknowledged the positive impacts of enabling mode shift for staff at the hospital, freeing up parking spaces for visitors and those that need it, including shift workers. Wellington Hospital has 1500 carparks on their main site, with 150 additional parks at the end of Hospital Road coming available as the construction of Te Wao Nui is completed. This new parking provides visitors with more space, and helps counter the loss of 43 short-stay parks that were removed from Riddiford St. Mobility parking is located in several sites around the precinct and discounts on the cost of parking for patients and their families are available to those that meet their eligibility criteria.

28. Consultation with Newtown school resulted in a recommendation for more pick up and drop off parking on Mein St, based on the removal of additional parks on Riddiford St, south of the Mein St intersection. This recommendation has been included in this report.

29. Economic impact on businesses:

30. We recognise that street changes can affect businesses and create frustration during construction periods. The transitional programme is designed to minimise disruption by using materials that can be installed quickly, in weeks rather than months or years.

31. As part of our programme monitoring and evaluation, we have purchased MarketView economic data for the Newtown to city corridor and if this traffic resolution is approved, will continue to purchase ‘after’ data to more closely monitor the impact of the project on economic spend along the route. A full analysis of the impacts will be provided when a comparison data set has been collated and given the high level of interest in this area, we will set up regular reporting going forward.

32. A preliminary analysis of data before and after the bike and bus improvements were installed on Riddiford St in early 2022 suggested that there had been no significant

reduction in spend (on average) but this analysis has yet to be peer reviewed. However, some merchants may have suffered individual reductions either related to the market uncertainty due to COVID-19 or to the works in progress. There have however been significant impacts on the overall revenue of these business since 2019 as a result of covid restrictions and sickness, these are in line with the impacts seen across the city and NZ. Riddiford Street however seems to be steadily recovering from the covid impacts, including during and post installation of the cycleway.

33. National and international analysis on the economic impact of new bike lanes suggests a neutral to positive impact can be expected. A recent study from Montreal showed commercial sales along a major new cycleway have seen strong uptake since February 2021 compared with an unchanged nearby street.

34. Removal of U-turns between Kent and Cambridge Terrace and right turn into Pirie Street:

The removal of u-turn facilities (x3) along Kent and Cambridge Terraces received mixed feedback. Some people supported their removal to ensure a safe and efficient bike route can be created. Others were concerned about the impact on the network from closing the u-turns. The impact on the network is expected to be minor in terms of overall delay to traffic but the closures would incur an additional 3 minutes travel time for vehicles travelling between Kent Terrace (from the blocks between Elizabeth St and the Basin Reserve) to Cambridge Terrace (to the block between the Basin Reserve and Vivian St). Closing the u-turn movements has the benefit of allowing additional space for parking on the Kent Terrace side, however it does inconvenience drivers wanting to regularly move east / west, across Kent and Cambridge Terrace and requires them to either circle the Basin Reserve or have mid-block access at Elizabeth Street. As a result of the proposed u-turn closures, an opportunity exists to add four more car parks (8 in total when considering the 4 already proposed). An amendment to the traffic resolution has been recommended for four more parking spaces at the u-turn at 59 Kent Terrace, in addition to the new parking spaces at the u-turn at 72 Kent Terrace included in the traffic resolution that went out for consultation. This will result in 8 additional spaces along the median strip on Kent Terrace.

35. There was similarly mixed feedback about removing the right-hand turn from Cambridge Terrace into Pirie St. Removing the right-hand turn is expected to have a minor impact on overall network efficiency. However, there would be 90 seconds additional travel time incurred for vehicles travelling to Pirie St from the Basin Reserve, as they would be required to travel an additional block to turn right. Overall, given the safety and efficiency benefits from removing the conflicting turns across the proposed bi-directional bike lane on Cambridge Terrace, officers recommend retaining the design as proposed in the traffic resolution.
36. However, Officers are open to further investigation into retaining the u-turn closest to the Basin Reserve between Kent and Cambridge Terrace if this still deemed necessary based on user experience following the changes. This would likely involve relocating the traffic signals currently providing a pedestrian crossing near the Basin Reserve 25 metres to the north. This option would provide a benefit to businesses along Kent Terrace between Elizabeth and Ellice St and their customers by allowing travel between these streets without the delay of travelling around the Basin. It would disbenefit pedestrians and people travelling by bike by adding a further delay to those

heading along and across the route. A new traffic resolution by Council and approval from Waka Kotahi would be required given this section is part of State Highway 1. While this could not be delivered as part of the transitional programme, it could be considered later or as part of the LGWM programme of works.

37. Cycleway down median strip footpaths between Kent and Cambridge Terrace:
38. An alternative design was proposed by Gazley Motors and gathered some public support through the consultation period. The alternative design featured the use of the footpaths along the Kent and Cambridge Terrace median strips as cycleways and retained the u-turns for vehicles along the corridor. Officers considered this option early in the project development but discounted it for several safety reasons, including the insufficient width of the footpaths to be used as shared paths, the risk of car doors opening into people riding, the disbenefit to pedestrians and the civil works required to alter the kerbs. As described above, retaining the u-turns also introduced an unacceptable safety risk. Further, the extent of civil works required by this proposal could not be delivered by the transitional programme but could be considered as part of the permanent solution in the future.
39. Bus lane hours:
40. Public consultation indicated that 79% of people think street improvements that make buses quicker and more reliable are very important or important and only 10% think this has low importance or is not important. Specific feedback was received about the proposed shorter bus priority lane hours on Kent and Cambridge Terrace with suggestions that the hours on this section should be extended to align with Adelaide Road and Riddiford St given the delays across the day on this section. Bus travel time data indicates that extending the bus lane hours from those proposed in the traffic resolution (7-9am and 4-6pm on weekdays) to full time bus lanes would result in around double the benefits - 152 hours of travel times savings a day for bus users, compared with around 78 hours per day for weekday peak hours only.
41. The parking management plan undertaken for this route shows that sufficient parking would be retained on this section to accommodate demand even if these extended bus lane hours were in place. Based on this evidence and feedback, officers recommend progressing a separate traffic resolution to extend the bus lane hours on Kent and Cambridge Terraces to 24/7. A separate traffic resolution process is suggested acknowledging the extension of scope from the current resolution being considered.
42. Bus stop platforms:

The bus stop designs were a focus of some public submissions, particularly in relation to the interaction between bus passengers and people on bikes. An accessibility audit has been undertaken on the bus stop platform currently installed on Riddiford St and some small changes are being made to the design of the platforms to improve accessibility. Officers have worked with Metlink and Waka Kotahi on this bus stop design, including the new in-lane layout for the bus stop, and it aligns with national and international design guidance which aims to reduce overall risk of harm and injury by minimising conflict with faster moving vehicles. Evaluations from similarly designed bus stop platforms in Seattle have shown no safety concerns have arisen from their operation. Whilst something as new as this arrangement causes perceived concerns for some of the user, both bus users and cyclists will continue to self manage this

environmental and will overtime adapt to the new conditions. This is highlighted elsewhere by international examples and a recent webinar held by officers in June to inform the community about the design of the bus platforms. Officers will continue to work with cycling groups, the disability community and Metlink to provide communication and behavioural messages to users. Further educational material, fliers and onsite advocacy and instructions, along with an instruction video are also planned.

43. Consultation process:

Some concerns arose during the public consultation period about several elements of the process. Specifically, one related to the transparency of information about a short section of proposed shared path. Living Streets Aotearoa highlighted that the written description of the proposed new section of shared path at Oriental Parade where the route terminates was inconsistently described between the written traffic resolution and the corresponding maps and signage plans. Despite not legally materially compromising the process, officers acknowledged this error and made changes to ensure consistency and further emphasised the information on the website. Officers were able to receive email submissions from the public throughout the consultation period and 176 submissions were received by paper forms or by email.

Kōwhiringa | Options

44. The preferred option is to approve the traffic resolution as designed, with amendments, and the recommendation to proceed with a separate traffic resolution that seeks to extend the bus lane hours as outlined in this report, to respond to submissions where appropriate. This will allow progress to be made on the accelerated roll-out of the Wellington bike network, as well as priority bus improvements. The amendments proposed are considered appropriate for the interim nature of the transitional programme.
45. There is an option to retain the traffic resolution as it was proposed to the community, limiting the bus lane operating hours along Kent and Cambridge Terrace to weekday peak hours (7am-9am and 4pm-6pm) and not proceed a separate traffic resolution that seeks to extend the bus lane hours. This option would provide an inconsistency in bus priority along the corridor and reduce the benefits to bus users but would be supported by local businesses and their customers concerned about carpark removal along these streets.
46. Given the fact that Let's Get Wellington Moving will be changing parts of this corridor in the future, an option to remove the existing changes and abandon the proposed traffic resolution was considered. This was discounted given the benefits of delivering this critical section of bike and bus network sooner, the support demonstrated from public consultation and the opportunity to use public feedback and evidence from these transitional changes to inform permanent changes and support more evidence-based decision-making in the future.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

47. The accelerated delivery of this primary bike route and priority bus improvements are important to the city as they represent a significant step in our response to the climate and ecological emergency. These improvements are also part of delivering on the recently approved Paneke Pōneke – the Wellington Bike Network Plan and are consistent with the direction set in the Bus Priority Action Plan, Parking Policy, the Spatial Plan, and decisions to date on Let's Get Wellington Moving.

Engagement and Consultation

48. Public engagement on this project began in November 2021 with targeted stakeholder meetings to talk through design options. Stakeholders included Fire and Emergency, Wellington Hospital, Blind and Low Vision, taxi companies and bus companies. At this stage we also commenced engagement with businesses along the route.
49. Engagement with the Newtown Residents Association began in November 2021 and in late December the first e-newsletter was sent out to the compiled database of key stakeholders. Regular e-newsletter updates were sent in 2022 to a growing list of stakeholders.
50. Wider public engagement continued in January 2022 with a baseline survey, asking the community how they experience the route in the current layout. 825 people completed the baseline survey. Survey results showed that 70% of people think the street does not currently provide for active modes and only 20% of people are satisfied with the current layout. Of those that completed the survey, 459 reported they had experienced a near miss or a crash in the previous 6 months.
51. In late February 2022, we released all the details of the proposed changes on our website, promoted that content via news channels and ran a webinar which had over 100 attendees. We also undertook a letter drop to businesses near the John Street/Riddiford Street intersection where work was planned to commence. A meeting with the Newtown Residents Association was held on April 4. By July, officers had received and considered over 1200 pieces of design feedback.
52. Public consultation on this traffic resolution was open for feedback from 11-31 August 2022. Feedback was collected via email, online survey and print forms. It was promoted through various channels including social media, direct mail, email, radio, print, website and posters. 7 activation events were held along the route attended by over 300 community members. We also engaged with over 300 students who attend a high school near the route at Wellington College and Wellington High School.

Implications for Māori

53. Officers have been developing a partnership with mana whenua through the Let's Get Wellington Moving mana whenua steering group.
54. Mana whenua have gifted the guiding narrative of Tupua-horo-nuku, Tupua-horo-rangi and developed a cultural overlay for the bike network programme. Mana whenua would like to develop a whāriki – a woven mat of story panels or markers, tied together by the network. Officers have been working with mana whenua artists to identify and mark

sites of significance and interest along the Newtown to city route, including Huriwhenua, Omaroro, Te Ranga a Hiwi Catchment, Matairangi Catchment and Waitangi ACS.

55. The mana whenua artists have gifted patterns and design advice that will be incorporated into storytelling opportunities at place, in print and online.
56. If adopted by Council, mana whenua has expressed interest in tikanga around blessing and opening the route when installed.

Financial implications

57. The long-term plan 2021-2031 has provided \$226 million CAPEX over 10-years for the development of the strategic bike network, including \$52 million that was brought forward into years 1-3 to accelerate delivery.
58. The cost of the project is \$4,801,298
59. There is sufficient CAPEX budgeted in the current LTP to enable this project to be delivered
60. This project has received Waka Kotahi subsidy at the standard 51% Funding Assistance Rate.

Legal considerations

61. These are covered in the balance of the paper.

Risks and mitigations

62. There is likely to be vocal opposition if the changes get installed from those that currently use the carparking along the route. Officers have engaged with Newtown businesses to mitigate impacts as much as possible by bringing in short stay parking to side streets and providing a new loading zone on hospital land. Changes in carparking along this route align with the 2020 Parking Policy.
63. Contractor availability is an on-going risk for the delivery of transport infrastructure projects in Wellington, particularly where uncertainty around timing exists. Resourcing is lined up to deliver the project in the second quarter of the 22/23 year, assuming that a traffic resolution is approved.
64. Given the transitional nature of the changes which have been designed to deliver quickly, there may be elements of the design which may need amending in the future, prior to more permanent works. Several safety audits have been undertaken to ensure the designs are safe, and officers have been coordinating with LGWM so that feedback from the transitional designs can be incorporated into permanent changes due to be delivered through the targeted improvements package, the Golden Mile project and other business cases along the route. Better functionality can also be achieved in the shorter term as the materials being used are adaptable.

Disability and accessibility impact

65. An accessibility representative has been involved in the project since October. An accessibility audit of the project was undertaken in December 2021 and a further accessibility audit of the bus platform on Riddiford St was undertaken in July following

installation, with further tweaks based on recommendations. We will continue to work with representatives of the disability community to further refine designs where possible, once they have experienced the designs and provided further feedback.

66. This project has not removed any mobility parking

Climate Change impact and considerations

67. On 20 June 2019, the Council declared a state of climate and ecological emergency. We aim to become a net zero carbon city by 2050, which also requires at least halving carbon emissions by 2030. Road transport emissions (from vehicles including from cars, motorbikes, and trucks) represent 34 percent of our city's emissions and are the single biggest source. Electric vehicles cannot solve this problem on their own, given their relative expense, constrained supply and slow rate of adoption. Making it safe and easy to cycle, walk, and use public transport for everyday trips will be a key part of cutting road transport emissions in Wellington, particularly in the short term.

Communications Plan

68. The decision made by the Committee will be communicated through a stakeholder newsletter, as well as provided on the website, social media and our news channel. If approved, further letter drops to directly affected residents, businesses and property owners will be made in advance of works starting.
69. Coordination with LGWM project managers and communications and engagement leads will ensure a joined-up approach between the transitional and permanent upgrades.


Health and Safety Impact considered






70. The development of a connected citywide bike network is designed and expected to have a very positive impact on the health (mental and physical), safety and well-being of Wellingtonians now and in the future
71. Contractors delivering the improvements will be operating under a Traffic Management Plan, designed to keep them and the public safe during installation.

Ngā mahinga e whai ake nei | Next actions

72. If the Committee adopts the traffic resolution, officers will proceed with the delivery of the improvements, working with contractors, key stakeholders and mana whenua partners.
73. Following installation, officers will be gathering further public feedback on the changes once they have had the opportunity to experience them on the street. Officers will also be gathering data to assess the impacts of the changes and providing both this quantitative and qualitative evaluation to Let's Get Wellington Moving, to inform targeted improvements and the business case for permanent changes in the future.

Attachments

- | | | |
|---------------|---|---------|
| Attachment 1. | Consultation summary report ↓  | Page 19 |
| Attachment 2. | Newtown to city bike and bus improvements - specific | Page 77 |

Attachment 3.	feedback and responses ↓ 	Page 98
Attachment 3.	Traffic Resolution 173-22: Newtown to city bus and bike improvements ↓ 	
Attachment 4.	Oral submission summary ↓ 	Page 164
Attachment 5.	Wellington Hospital Travel Action Plan ↓ 	Page 173
Attachment 6.	Newtown to City Parking Management Plan ↓ 	Page 199



Newtown to city bus and bike proposal Consultation summary

11 August to 31 August 2022

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Engagement summary

The purpose of this document is to summarise community feedback received about the Newtown to city proposal. The large amounts of information from the community have been presented in themes and graphs to give councillors, officers, stakeholders, and the community a sense of the feedback. We've summarised all data and information provided to us during the consultation period. Unlike research, no representative adjustments or sampling has been done based on demographics; instead, we present all information and provide transparency about who provided feedback.

As part of decisions made in June on the Long-term Plan 2021-2031, Councillors agreed to invest \$226 million in a safe, connected bike network for the city. Paneke Pōneke is the new plan for how the network will be developed and changes made quickly - to make things safer and easier for more people of all ages and abilities to bike (or scoot), and to reduce transport carbon emissions as part of Te Atakura, the city's climate action plan. The Newtown to city project is one of the first following the adoption of Paneke Pōneke in March 2022.

This consultation is the latest phase of ongoing work with stakeholders and the community. Over 1200 pieces of feedback informed the designs that went out for consultation. Detailed information has been available on the website since March 2022. The community have had opportunities to engage with the project through webinars, meetings, and drop-in sessions.

We consulted with the community on this traffic resolution between 11 to 31 August 2022. We sought feedback about the specific bike and bus route changes could bring. In total, we had 1875 individuals and organisations provide feedback directly on the proposal.

Generally, people who provided feedback were very supportive of the proposed changes. 67% of submitters strongly supported or supported the proposed street changes and 31% either opposed or strongly opposed. Those who answered the question, 78% believed that it is very important or important to make street changes so that buses are faster and more reliable and 68% responded that it was either very important or important to have a connected network of bike routes across the city.

This is a relatively long and complicated route and opposing submitters had a range of concerns. Some of the areas of interest were parking removal along the route, particularly outside the hospital, the layout of the installed section on Riddiford Street (particularly Mein Street intersection and the merge before John Street), and perceived congestion as a result of reducing vehicle lanes and closing turnarounds.

We received a lot of detailed information about the specific routes and connections described in the plan. They have been summarised in this report.

Engagement

How many responses did we get?

1875
Responses

This includes:

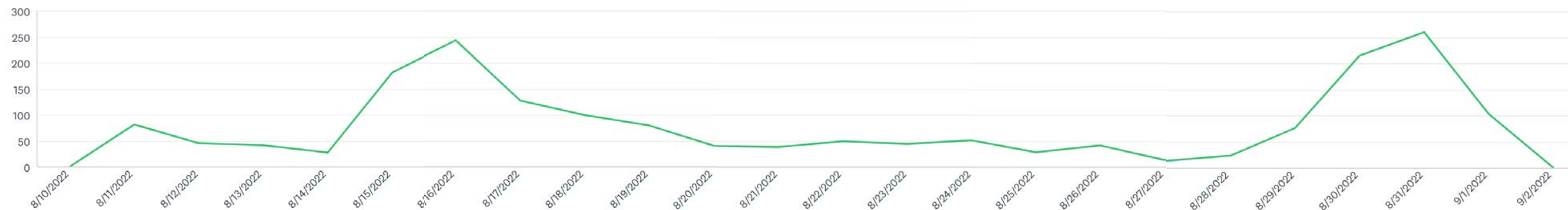
64 submissions from organisations

176 submissions via the paper form or email

This report predominantly summarises answers to the questions from the feedback form. Submissions received by email are considered by the project team, themed and presented to Council. However, we cannot translate them into answers to the form questions to avoid any risk of misinterpretation.

There were 5 late submissions. These were considered by the project team and presented to Council, however are not included in this consultation summary.

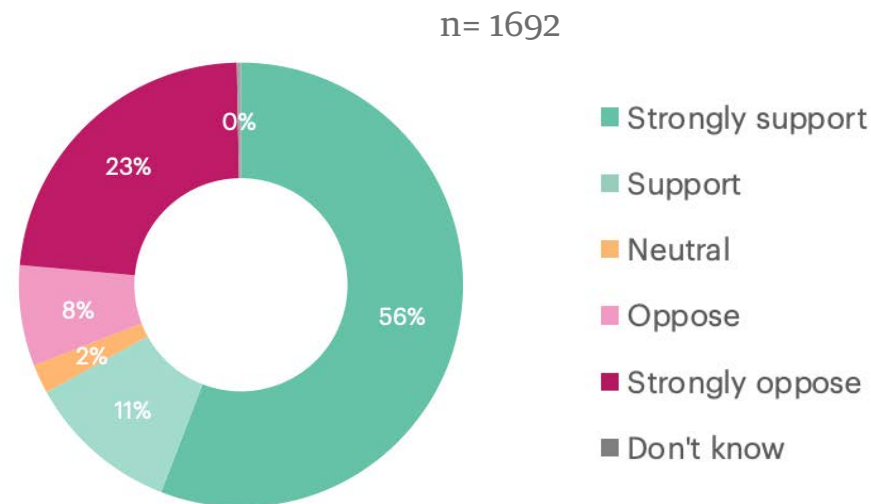
Daily online submissions over the duration of engagement:



What people thought

How people felt about the proposed changes

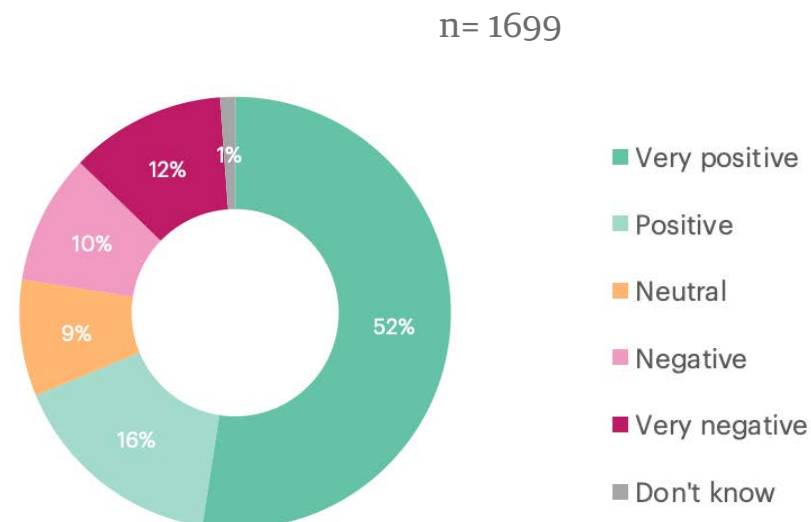
Do you support the proposed changes to the Newtown to city route?
[These include traffic resolution TR173-22]



67% of respondents support or strongly support the proposed changes.

31% oppose or strongly oppose the changes.

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long-term impact of the proposed changes to these routes will be:



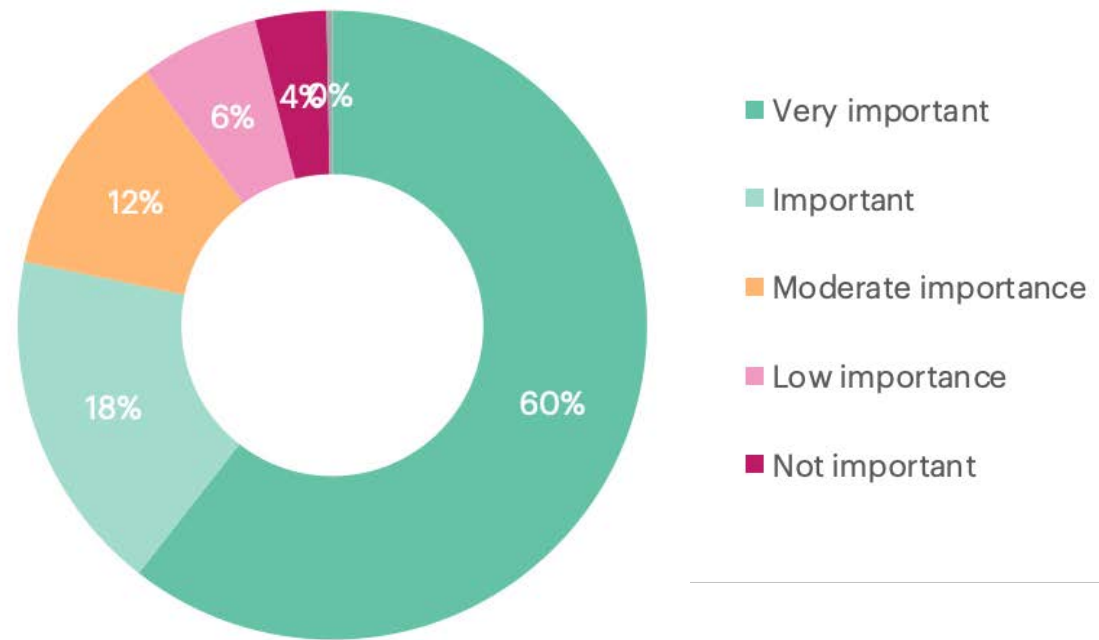
68% of respondents think this proposal will have a positive or very positive long-term impact.

22% think this proposal will have a negative or very negative long-term impact.

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How important is it to make street improvements so buses are quicker and more reliable?

n= 1696



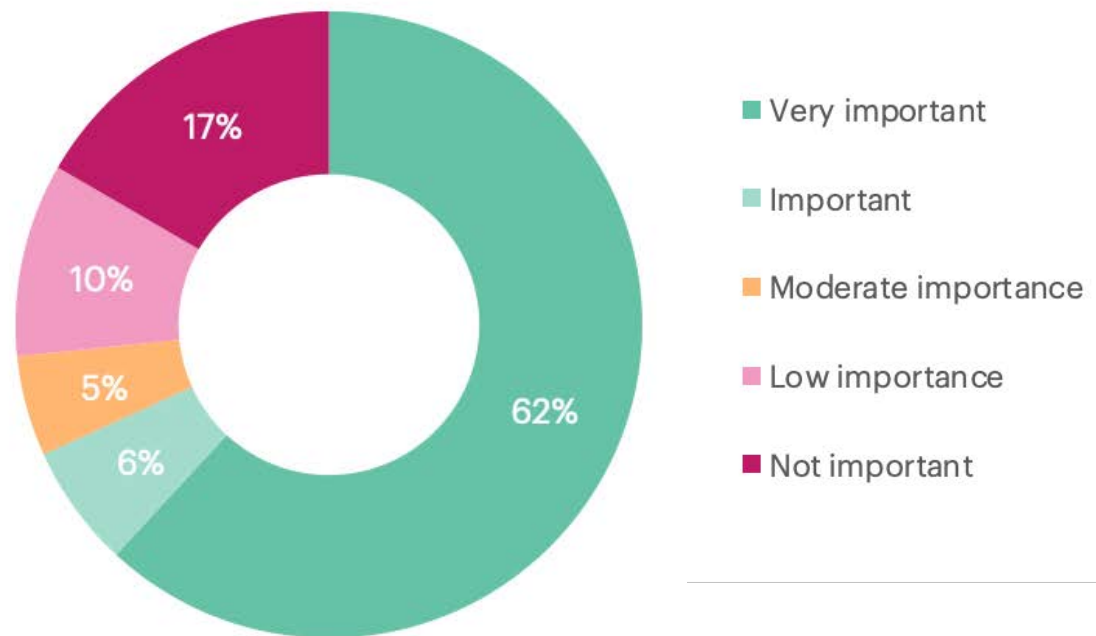
78% of respondents believe it is important or very important to make street improvements so buses are quicker and more reliable.

10% believe it is of low importance or not important.

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How important is it to have a connected and complete network of biking routes across the city?

n= 1695



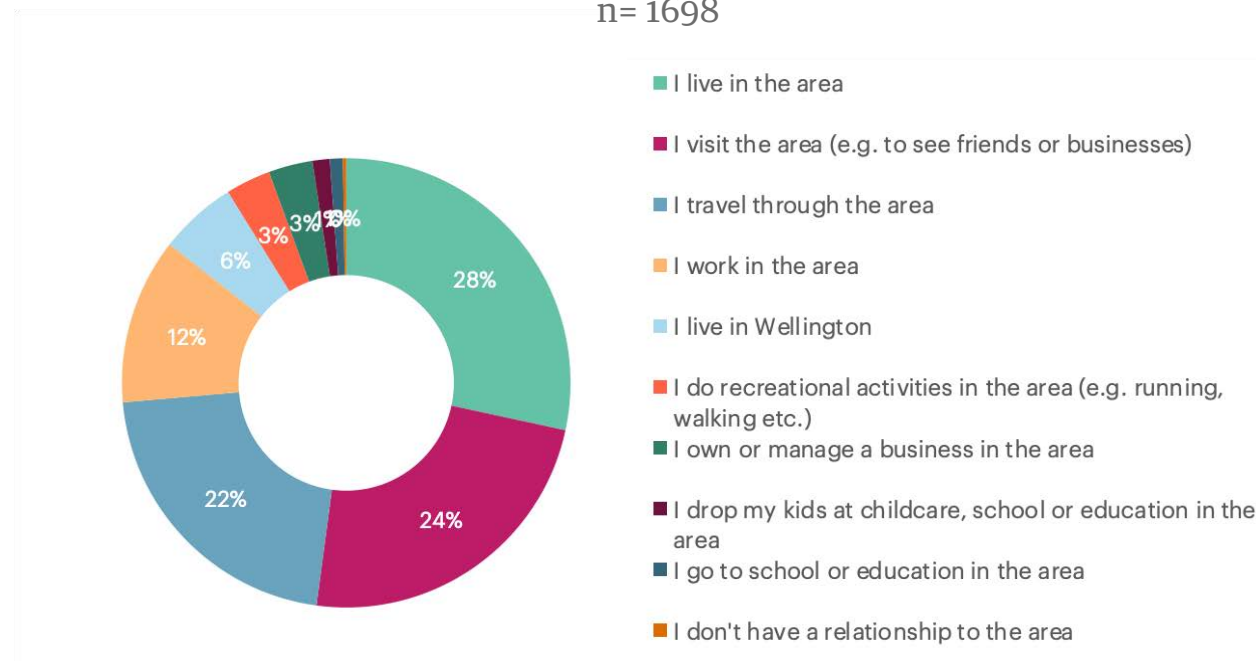
68% of respondents believe it is important or very important to have a connected and complete bike network.

27% believe it is of low importance or not important.

Relationships to the area

What is the main relationship you have to the area?

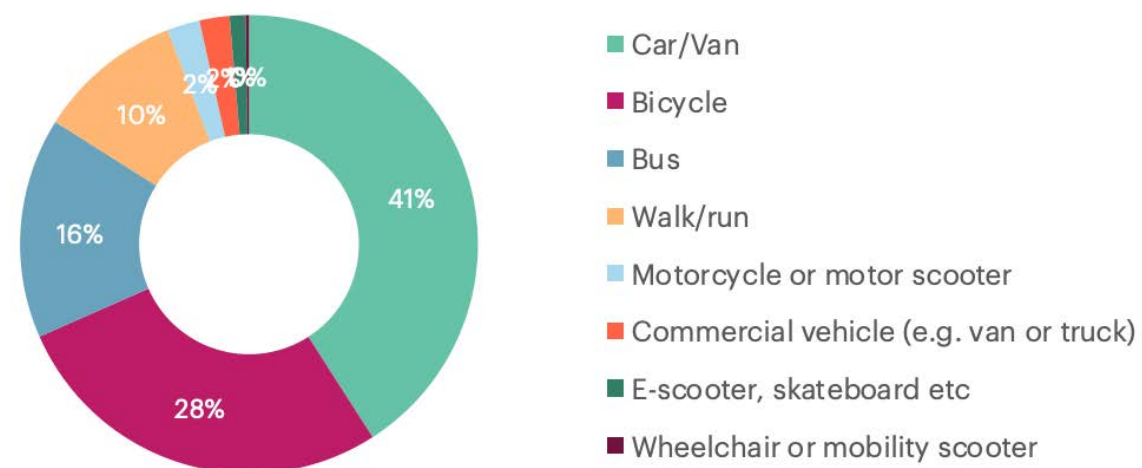
n= 1698



28% of respondents state their main relationship is living in the area.

How do you normally travel along this route?

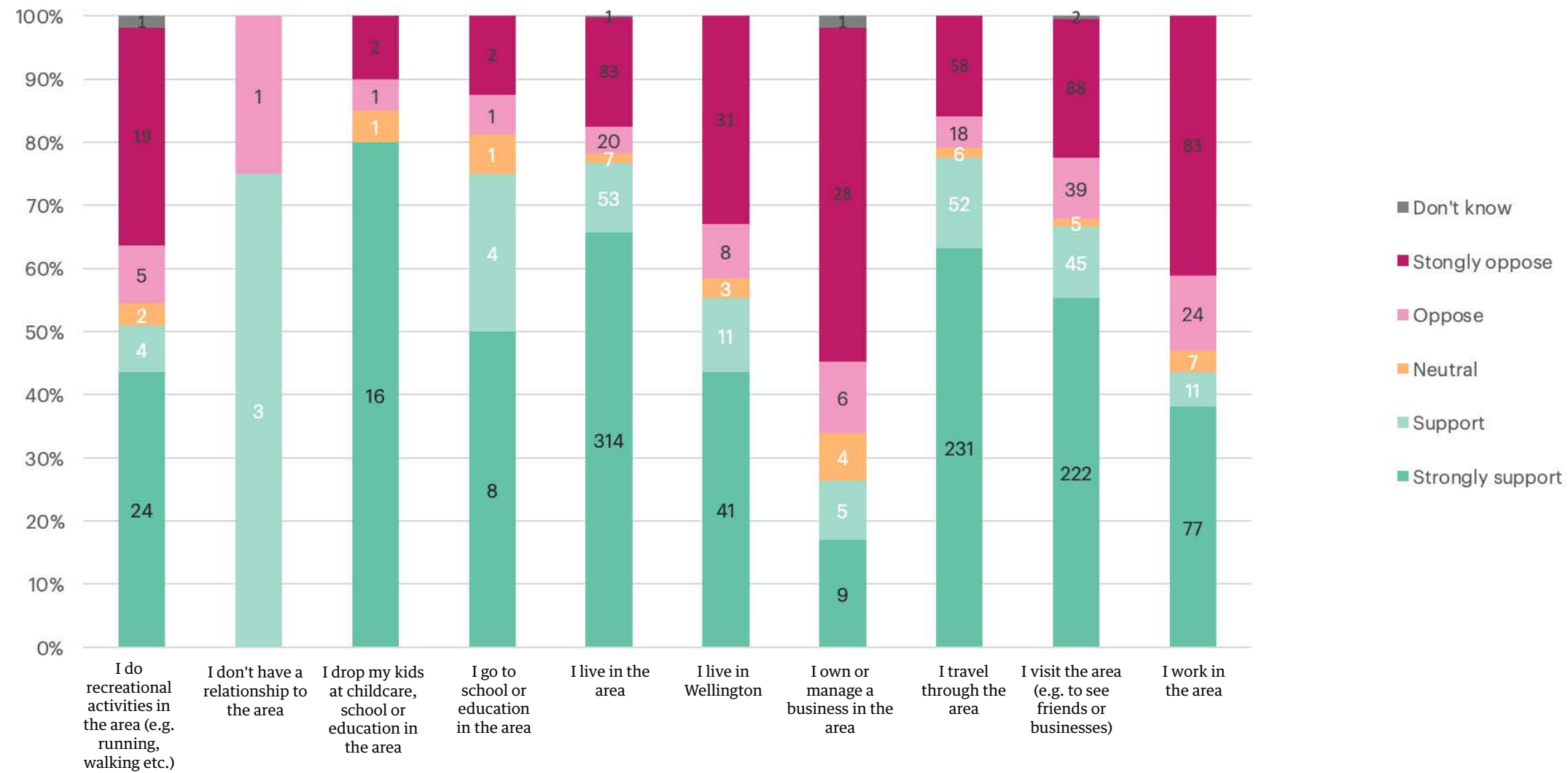
n= 1696



41% of respondents mainly use a car/van to travel along the route.

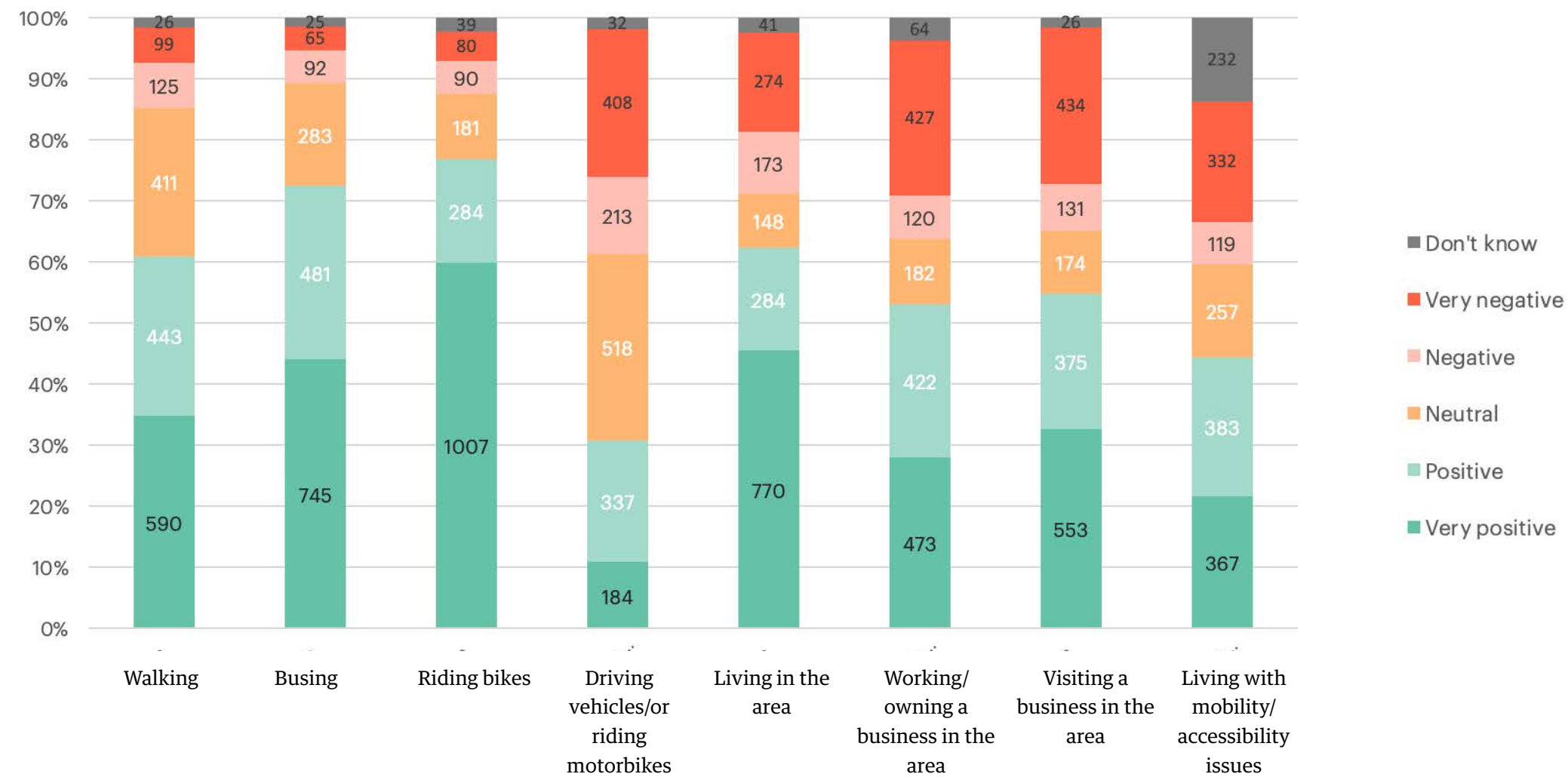
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Level of support for the proposal based on 'main relationship' to the area



Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

What everyone thought the impacts would be for different groups

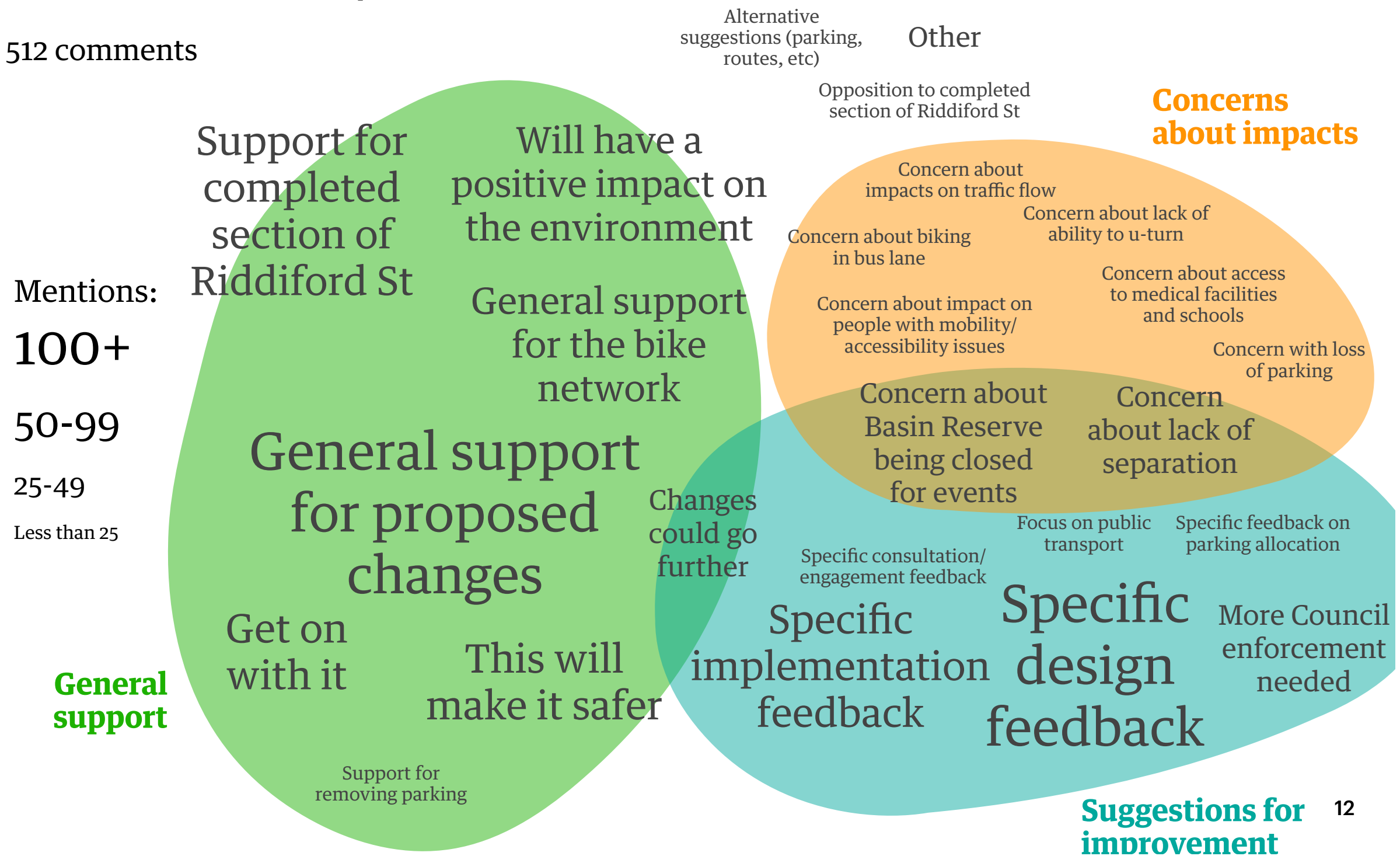


What we heard

Support for the proposed changes - Themes

The themes below are based on the comments from people who said 'support' or 'strongly support' in answer to the question "Do you have any comments to make about the proposed changes? [Including comments about the completed section on Riddiford Street.]" One comment can contain multiple themes.

512 comments



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Opposed to the proposed changes - Themes

The themes below are based on the comments from people who said 'oppose' or 'strongly oppose' in answer to the question "Do you have any comments to make about the proposed changes? [Including comments about the completed section on Riddiford Street.]" One comment can contain multiple themes.

310 comments



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Standardised 'Opposition' letter - Themes

During the engagement period, a standardised letter opposing the proposed changes was widely circulated and used by people opposed to the project to make a submission. The key themes from this letter are included below.

145 submissions



- People on bikes should be registered with license plates and have WOF's to be on roads and footpaths.
- Do not want dedicated-bike or bus lanes - preference is for sharing the road.
- Reinstate all car parks and loading zones to as they were prior to bike installation.
- The number of people on bikes using the route (now and in the future) doesn't justify the proposal.
- Remove the Riddiford Street section, with particular concern about the Mein Street 'crossover'.
- Consider the August 2022 analysis of WCC's Cycleway Programme by Tailrisk Economics.
- Not enough options have been considered (such as the John Street intersection - this small area would be better served with a slow zone and no removal of car parks or loading zone).
- Heritage buildings and areas need to be protected and their economic value retained.
- Concern about impacts on traffic flow and businesses.
- Concern about elderly and mobility impaired being able to access medical facilities.
- Opposition to removing turning bays on Kent and Cambridge Terraces.
- Retain 'peak-hour' (7am - 9am and 4pm - 6pm) bus lanes on Adelaide Road.
- Criticism about WCC's consultation process, duration, analysis and bias.

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Feedback on completed section of Riddiford Street

The views below are based on the comments that mention the changes already in place in answer to the question “Do you have any comments to make about the proposed changes? [Including comments about the completed section on Riddiford Street.]”

About 180 comments expressed either support or opposition to the completed section of Riddiford Street

Supportive views:

- It has been better for people on bikes
- It has encouraged more people to ride
- Support for flexible implementation process
- Support for implementation materials
- It has been better for buses

Opposing views:

- It has had a negative impact on access to businesses and the hospital
- It has had negative impacts on traffic flow
- It has been less safe
- Criticism of bus platforms
- It has caused confusion
- It has resulted in poor driver behaviour
- It has been dangerous in wet conditions

The changes made along Riddiford St are amazing, in part they show up how dangerous the rest of the trip from town to Newtown is by comparison... If we can get a similar level of on street provision of biking spaces that makes me much more comfortable biking around inner Wellington with my 3 year old daughter on the back of my bike.

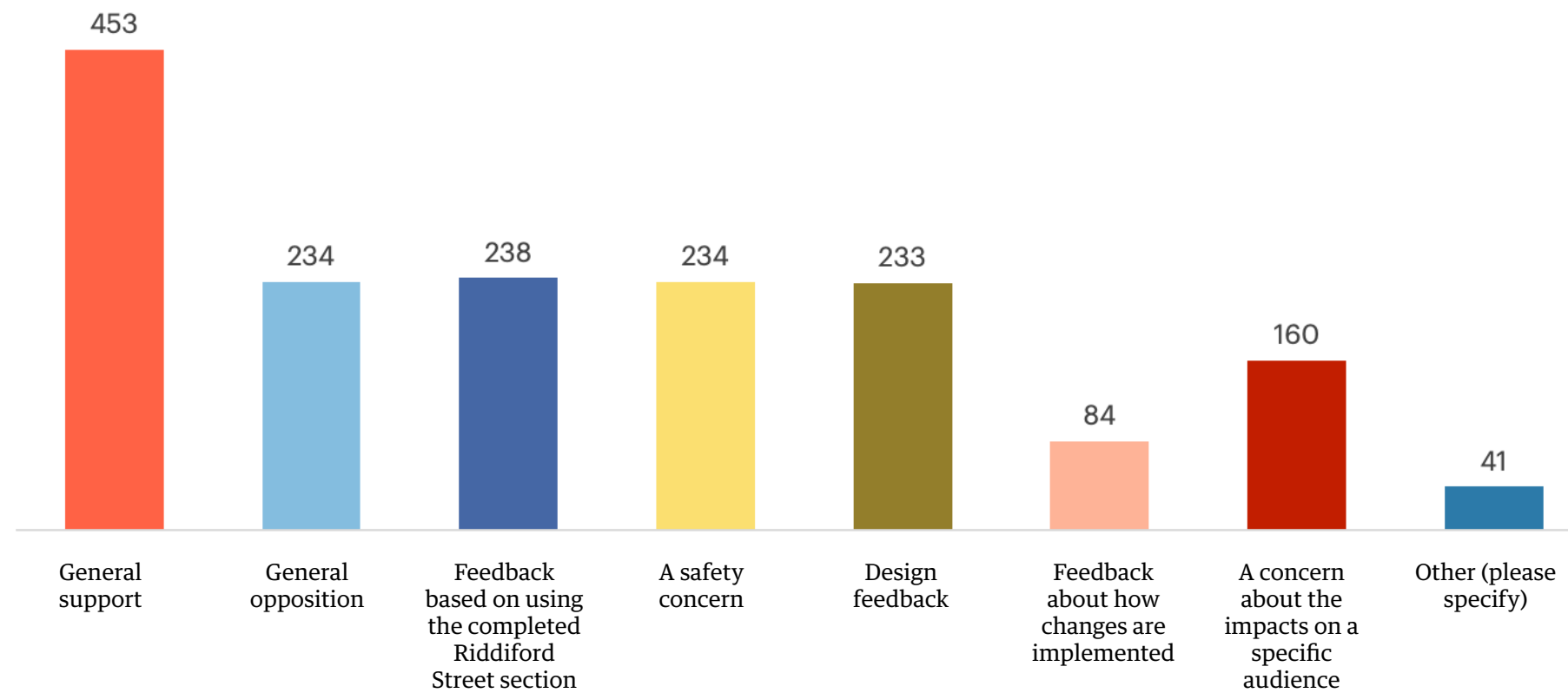
I like the trial approach that been used, which allows for changes - respond to issues and make improvements. And it's great to see plans already in the works to improve the existing section.

The bit done already outside The Hospital is appalling - cars driving from the city have to cross the cycle lane to turn left into Mein Street. Scary for drivers and unspeakably dangerous for cyclists/scooter riders....

I'm a cyclist. I have been using that route for 10 years. I've had issues since it was built. Now the bike lane is fenced off there are pedestrians who walk in the lane confidently in front of the bike. Also get people off the bus walking in front of me. I wish you hadn't messed with it as it has made things worse.

How would you categorise your feedback?

Respondents using the online form could select multiple answers.



Specific feedback

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Specific design feedback

All comments in the engagement were analysed to capture specific design feedback.

Specific design feedback:

- Address Mein Street intersection (such as adding a phase for people on bikes, moving bike lane to kerb, better signage, etc)
- Address route for when Basin Reserve is closed
- Improve entry/exit at Basin Reserve to avoid mode conflict and bottle necks
- Add ramp for easier access Rugby St cycle lane
- Suggestions for addressing the left turn lane leading to the John Street intersection when travelling north (this area requires people on bikes to merge with buses and left-turning traffic, eg extend bike lane all the way to the intersection, remove the left turn lane into John Street for cars, make bus lane available for vehicles doing left hand turns into John Street)
- Retain u-turn bays so cars can do a u-turn (right turn) on Kent/Cambridge Terrace
- Improve connection to the waterfront, including signage on Cable Street
- Address vehicles cutting through hospital car park to get to Mein Street
- Use centre of road for bike lane on Kent/Cambridge Terrace
- Make the bike lane on the east side of Riddiford Street two-way
- Ensure there is room for taxis to park on Cambridge Terrace
- Extend all bike lanes and make them all fully separated/protected
- Consider putting one-way bike lanes on either side of Cambridge and Kent Terrace
- Loading zone needed outside BATS Theatre for large equipment
- Increase loading zone on Cambridge Terrace (and generally along the route).
- Widen entrance to Oxford Street (off Adelaide Rd)
- Prevent people from riding/scooting down Rugby Street in the southbound direction
- Suggestions to improve how people on bikes go straight through to the Basin Reserve when heading north on Adelaide Road (eg traffic light and/or phase for people on bikes, not having to wait for two phases, ensure merge to centre island is safe, reduce conflict at Rugby Street corner, etc)
- Include raised pedestrian crossings on side streets to calm turning traffic
- The pedestrian crossing on Kent Terrace near the Basin Reserve takes far too long - it encourages people to cross without waiting
- Change the bus stops so that they pull in against the kerb, move bike lane to right side of buses or make them wait behind bus (eg Brooklyn Hill)
- Move Broomhead Street bus stop south towards Drummond Street (south of pedestrian crossing)
- Concern about removing the right turn lane from Cambridge Terrace to Pirie Street
- Add separated bike lane to connect this route to nearby schools
- Make sure bike lanes are wide enough for faster riders to overtake slower riders
- Use clearways instead of 24/7 bus and bike lanes on Adelaide Road.
- Make the bus-only lane in Riddiford Road peak hour travel only
- Reinstate right turn arrow in left lane on John Street intersection heading north
- Reduce need for cars to be switching lanes
- Consider 'filtered permeability' barriers for some side streets connecting to Cambridge Terrace to discourage motorist usage
- Use two-way bike lanes along the whole route (as opposed to separate lanes on both sides of the road)
- Make it easier to enter and exit bike lanes at higher speeds
- Move the bus stop outside McDonald's further south to avoid conflict.
- Make it easier for people on bikes to turn left into Courtenay Place

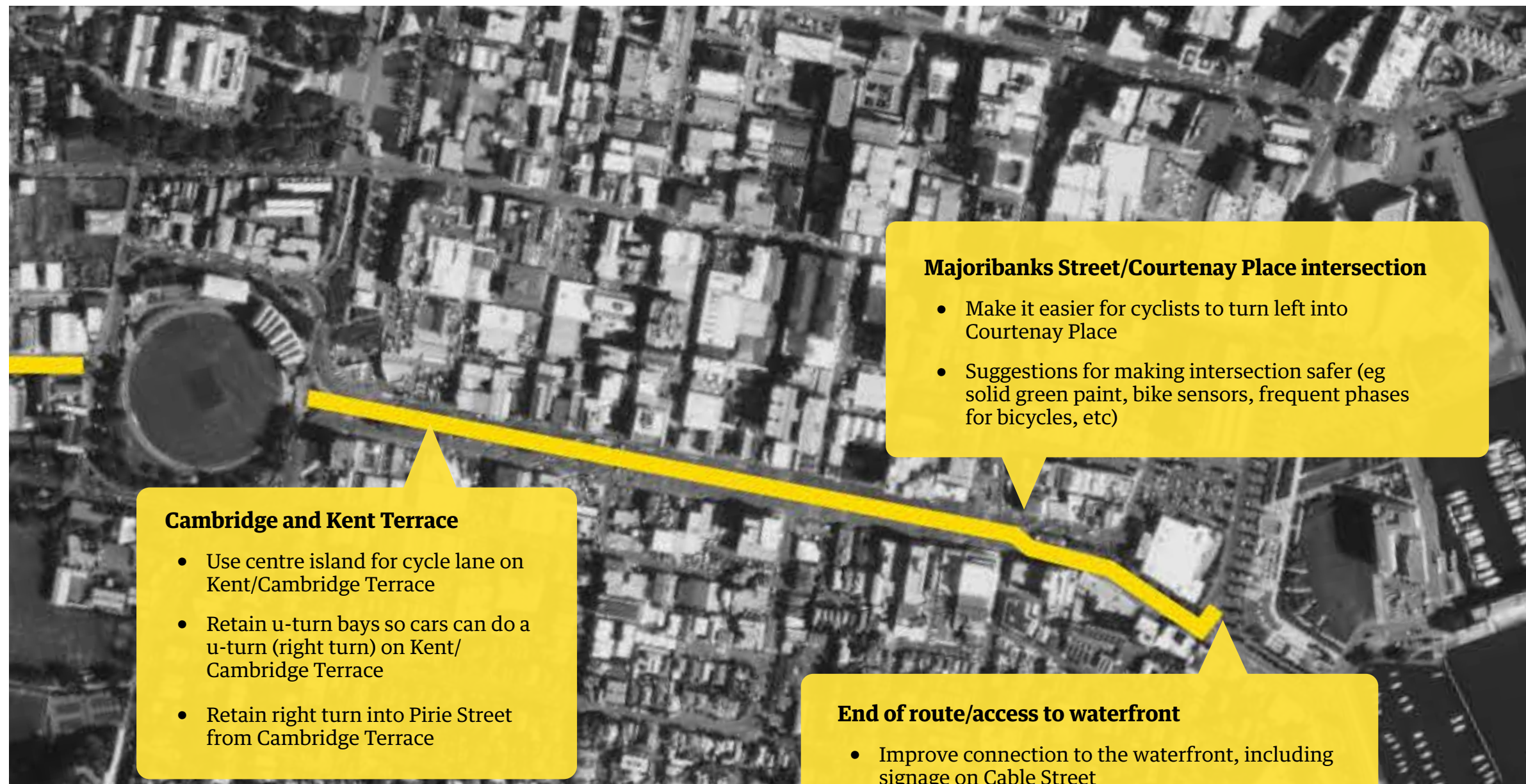
What we heard at key locations

All comments in the engagement were analysed to capture specific design feedback.



What we heard at key locations

All comments in the engagement were analysed to capture specific design feedback.



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Specific implementation feedback

All comments in the engagement were analysed to capture specific feedback.

Specific implementation feedback:

- Make sure dividers are solid material
- Ensure barriers on Adelaide Road don't prevent people on bikes being able to exit the bike lane to access other lanes or pass other riders
- Paint centreline on two-way bike lanes
- Make sure all old road markings are properly removed to avoid confusion
- Keep bike lanes clear of debris and rubbish
- Do not include drain, grates, etc in the lane width
- Paint bike lanes in a solid colour all the way along
- Make bus lanes full time (increase time when buses have priority)
- Make bus platforms concrete or asphalt
- Increase signage so people know how to use new road layout
- Remove the divider posts between lanes on Riddiford Street
- Concern with use of speed bumps outside driveways
- Ensure materials discourage people from parking in the bike lanes
- Make sure there are bike sensors at all intersections so that the lights change for bikes
- Make sure all traffic light phases for people on bikes are frequent so riders don't have to wait in the rain, and long enough to cross safely.
- Ensure good lighting at bus stops
- Make sure surface is smooth and safe (eg manholes are flush, no drain grates, etc)
- Make sure ramps at bus stops are the same width as the platform
- Improve markings as bus stop so avoid conflict between passengers and people on bikes
- Increase space between bus stop and bike lane to avoid conflict
- Add painted bike lanes to the shared space at the waterfront end of route.
- Reduce the steepness of the ramps at the bus stops
- Make sure there is good shelter from the weather at the bus stops
- Paint bike lane and bus lanes a different colour
- Avoid putting roadworks signage in bike lanes.
- Increase lighting at Basin Reserve
- Make sure existing traffic lights on Riddiford Street are visible to people on bikes in the bike lane.
- Include beautification and planting where possible
- Reduce speeds (eg 30kmph in Newtown)

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Specific parking feedback

All comments in the engagement were analysed to capture specific feedback.

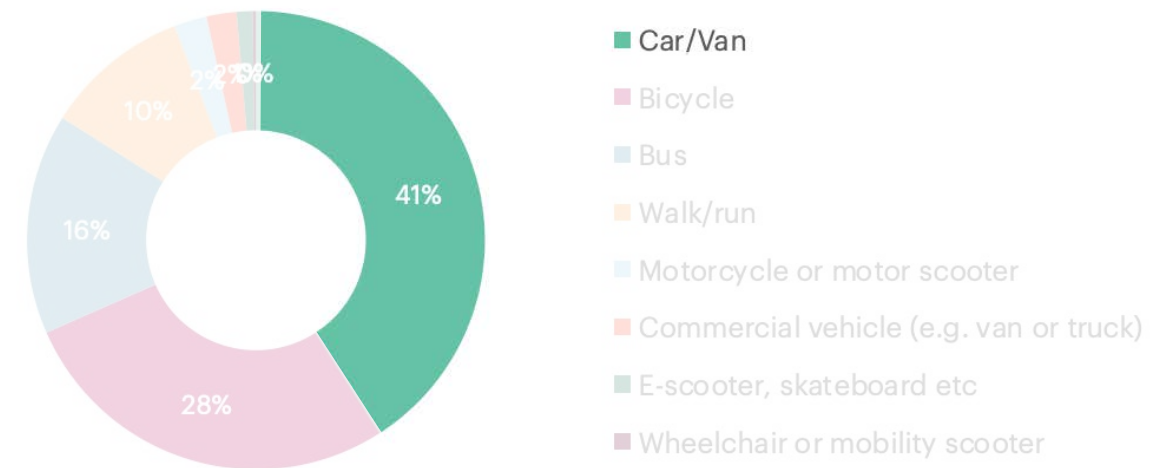
Specific parking feedback:

- Remove short term car parking on John Street
- Suggestions for improving access to hospital for vehicles (parking times, staff parking schemes, etc)
- Reintroduce temporary carpark outside Ronald McDonald house
- More Rintoul Street car parks for residents
- Remove after hours parking down side streets to avoid conflict with people on bikes
- Do not retain parking on Kent and Cambridge Terrace
- Retain parking for Community Correction at 42 Adelaide Rd
- Remove carparks at Bogarts Corner to improve access to Ellice Street
- Retain more carparks outside the entrance to Newtown School by merging the bike lane with traffic further north
- Increase space by removing the two carparks between Lorne Street and Tennyson Street on Cambridge Terrace
- Increase parking fees to discourage usage of parking on side streets
- Reduction of parking time limit to P60 is too short (should be at least P120)
- Make sure parking spaces and loading zones are clear and legible at the John Street intersection
- Improve the drop off zone/short stay parking on Mein Street outside Newtown School - especially for parents of Ngāti Kotahitanga. Students travel from out of zone to access Māori education with no access to subsidy.
- Add more 'emergency' parks on the hospital grounds for family of patients in ICU
- Retain parking on Kent Terrace for people accessing local gym
- Reduce parking on Mein Street to one side

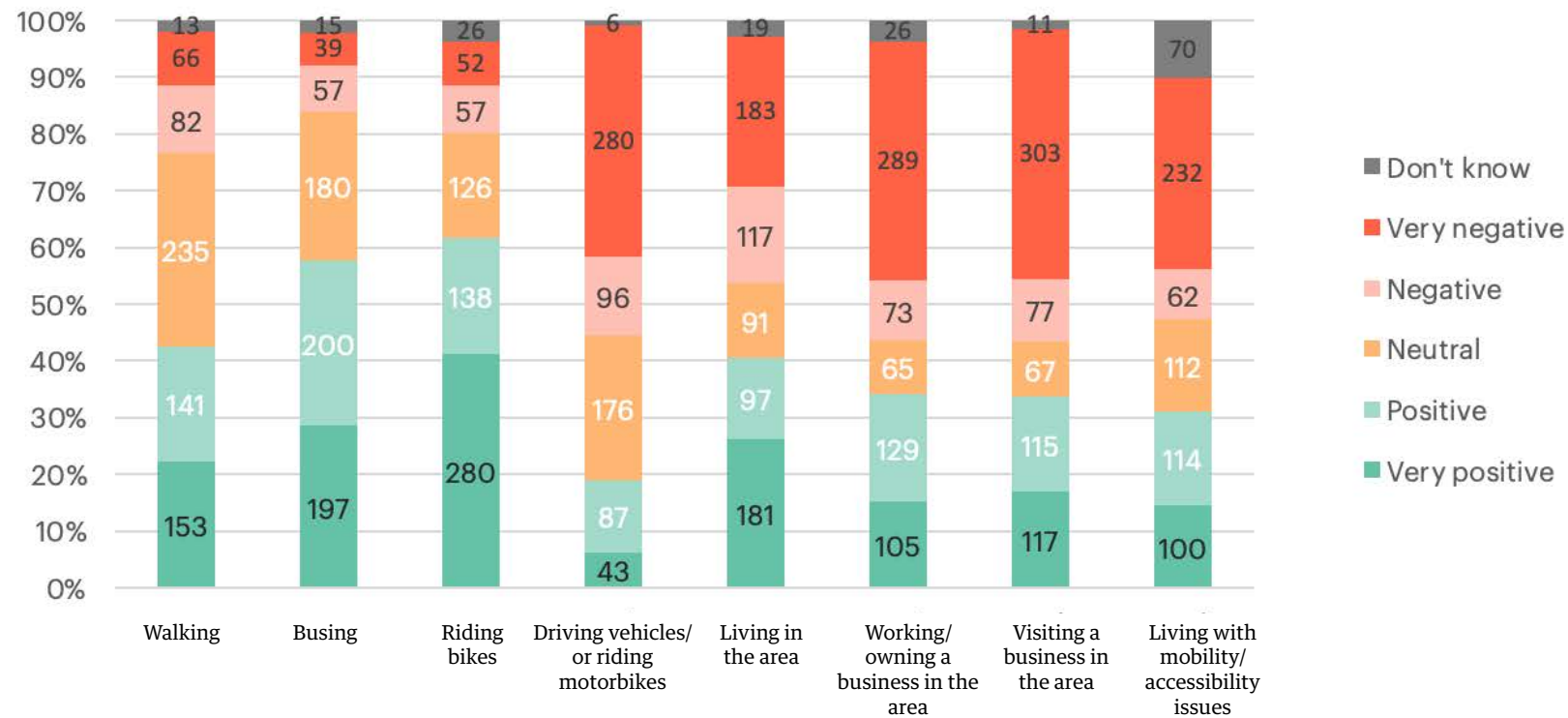
**How people feel about the impacts
of the proposed changes based on
their primary mode of travel**

People driving a car/van

What is the main way you travel along this route?

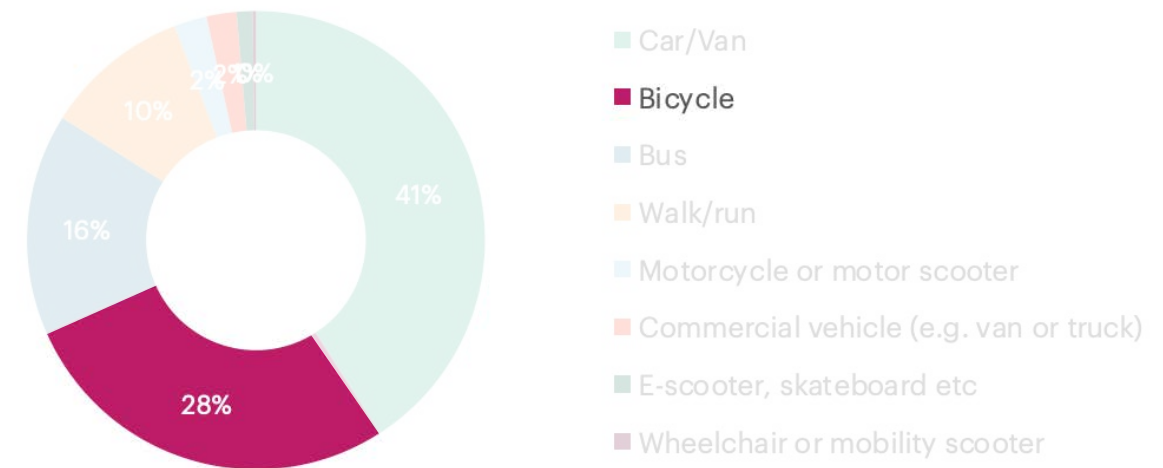


People who primarily drive a car/van along the route thought the impacts for different users would be...

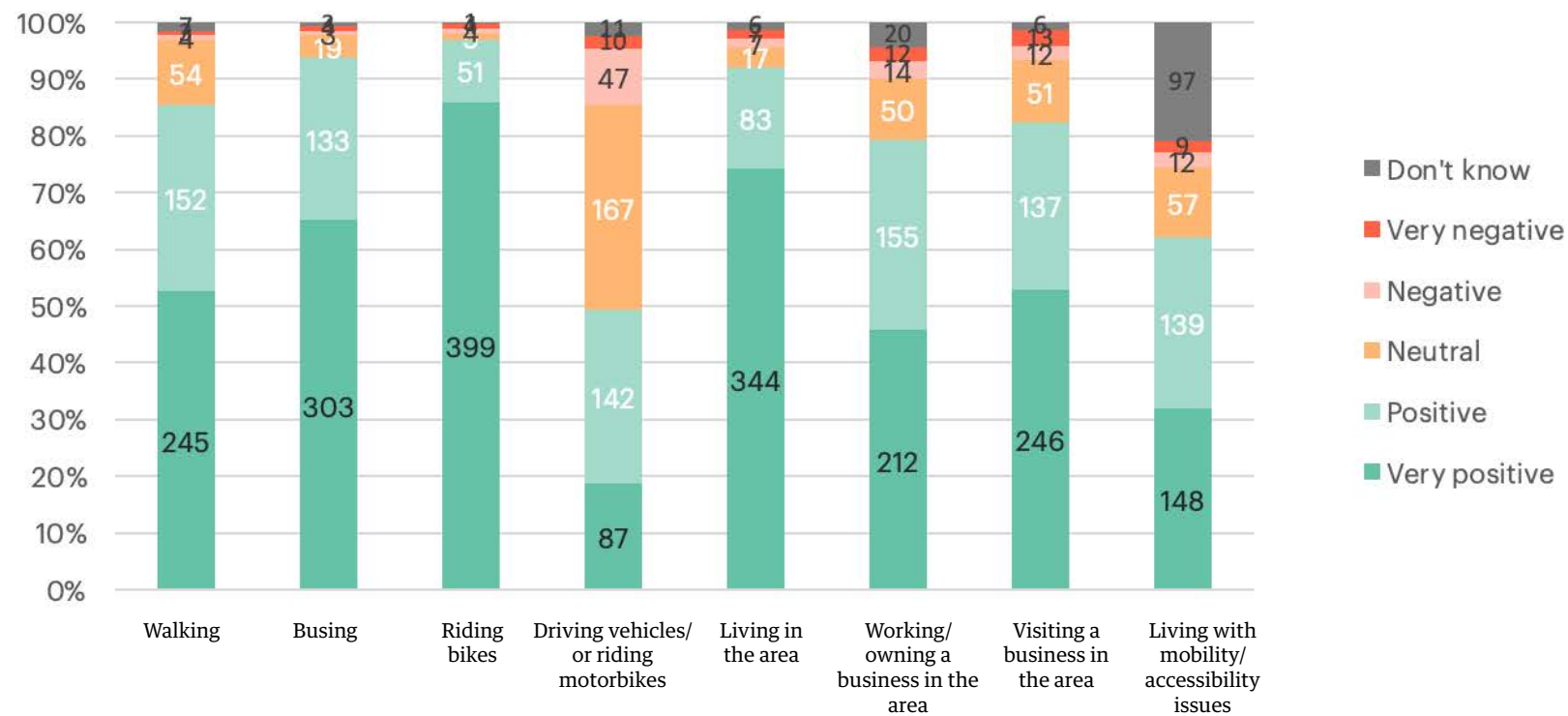


People on bikes

What is the main way you travel along this route?

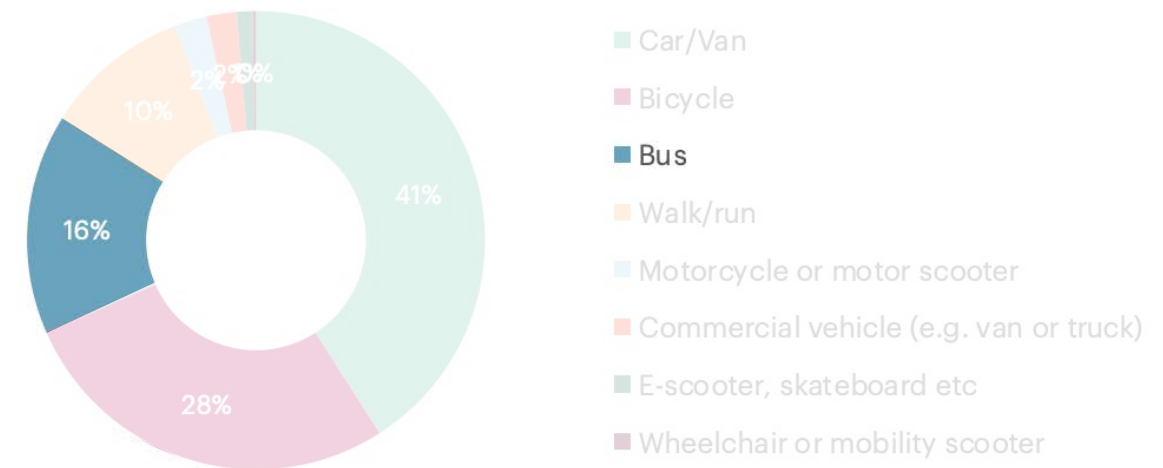


People who primarily bike along the route thought the impacts for different users would be...

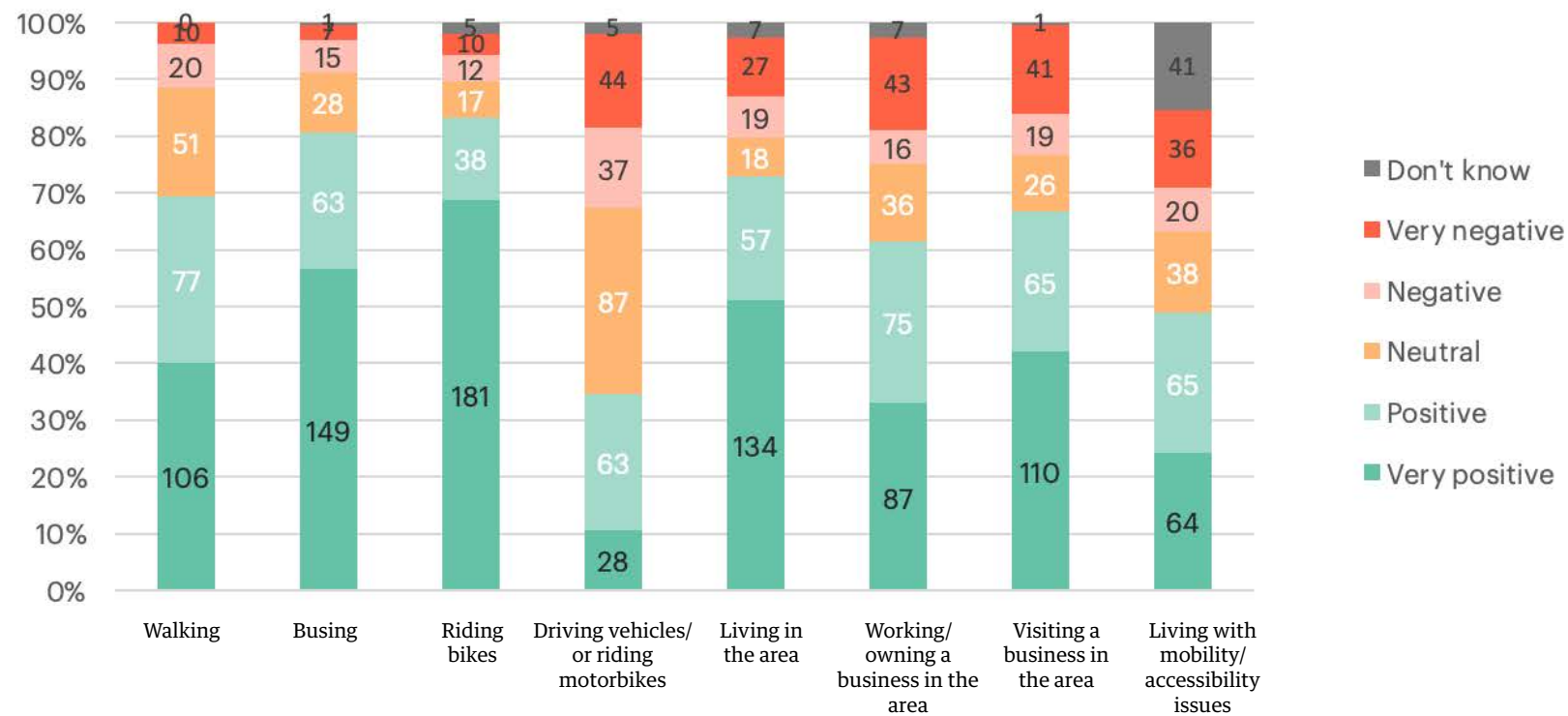


People using the bus

What is the main way you travel along this route?

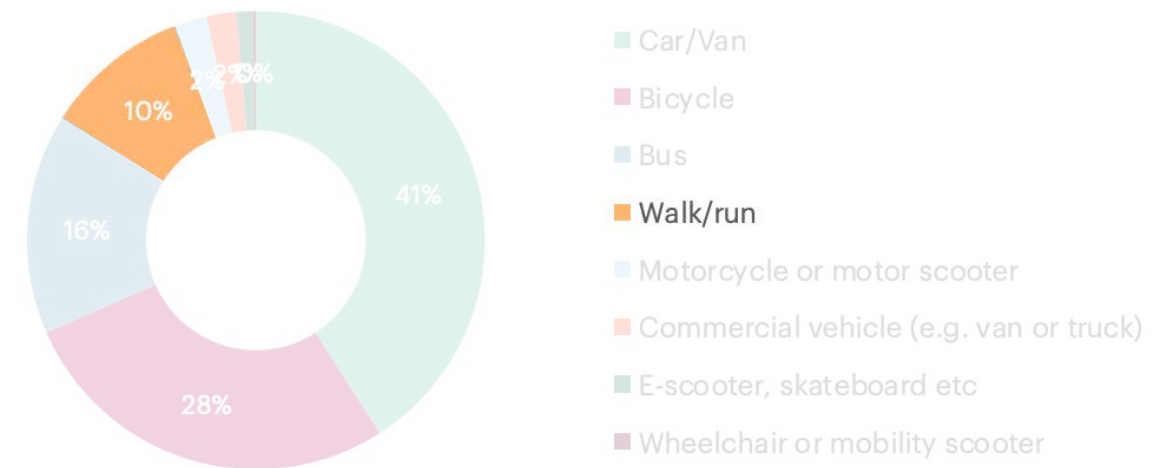


People who primarily use the bus on this route thought the impacts for different users would be...

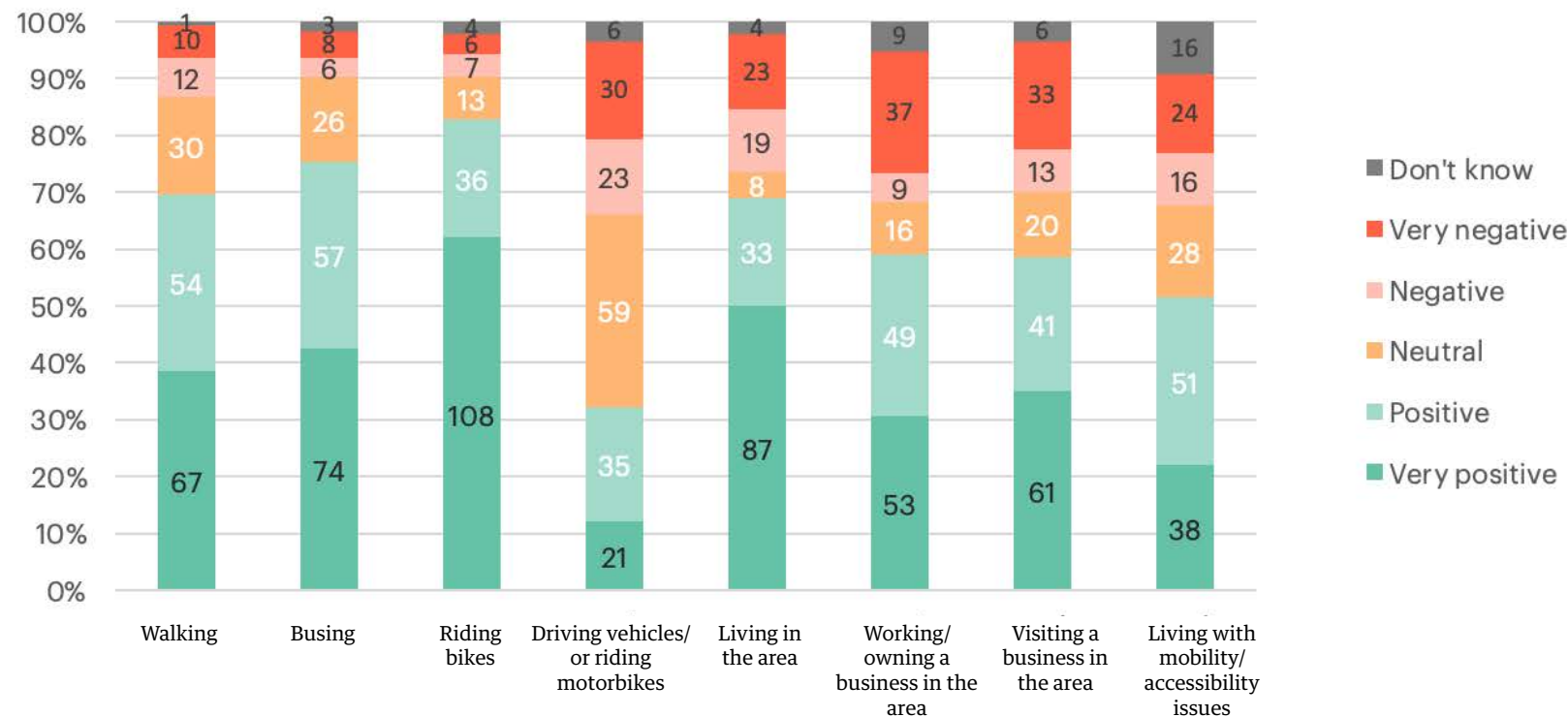


People walking/running

What is the main way you travel along this route?

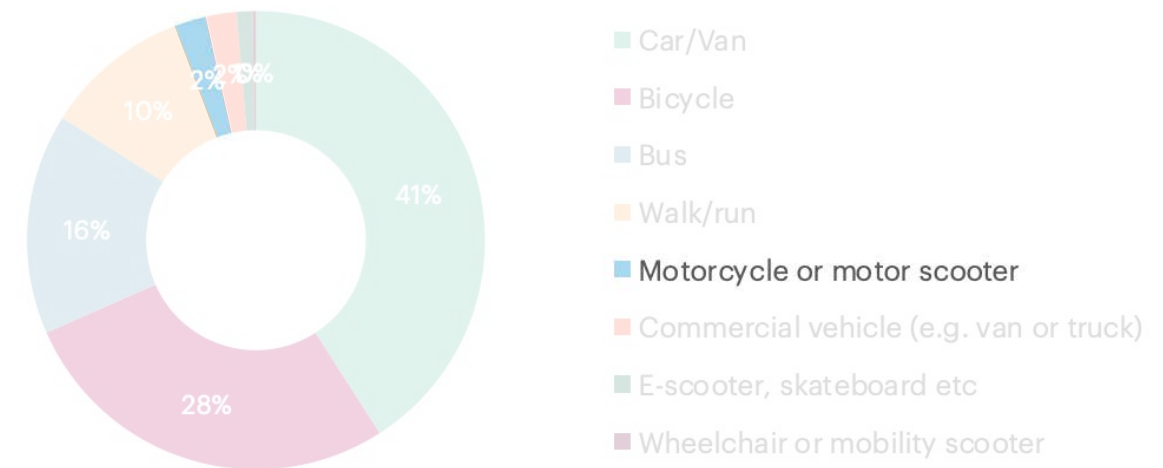


People who primarily walk/run along the route thought the impacts for different users would be...

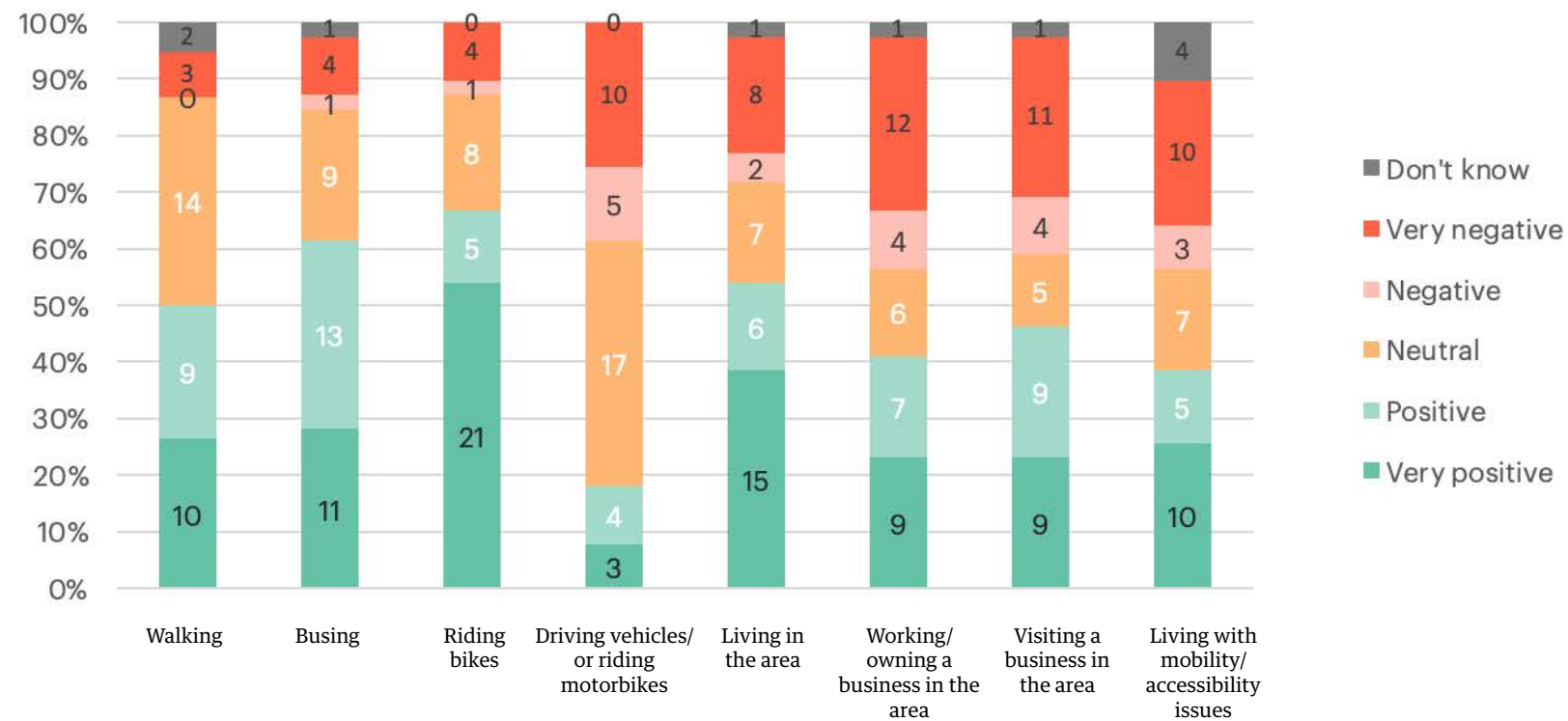


People driving motorcycles or motor scooter

What is the main way you travel along this route?

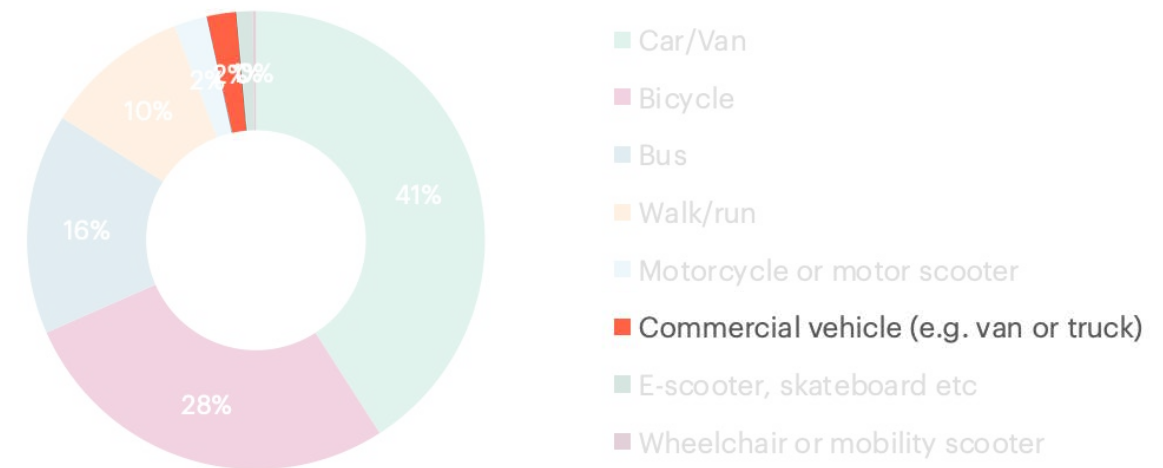


People who primarily ride a motorcycle or motor scooter along the route thought the impacts for different users would be...

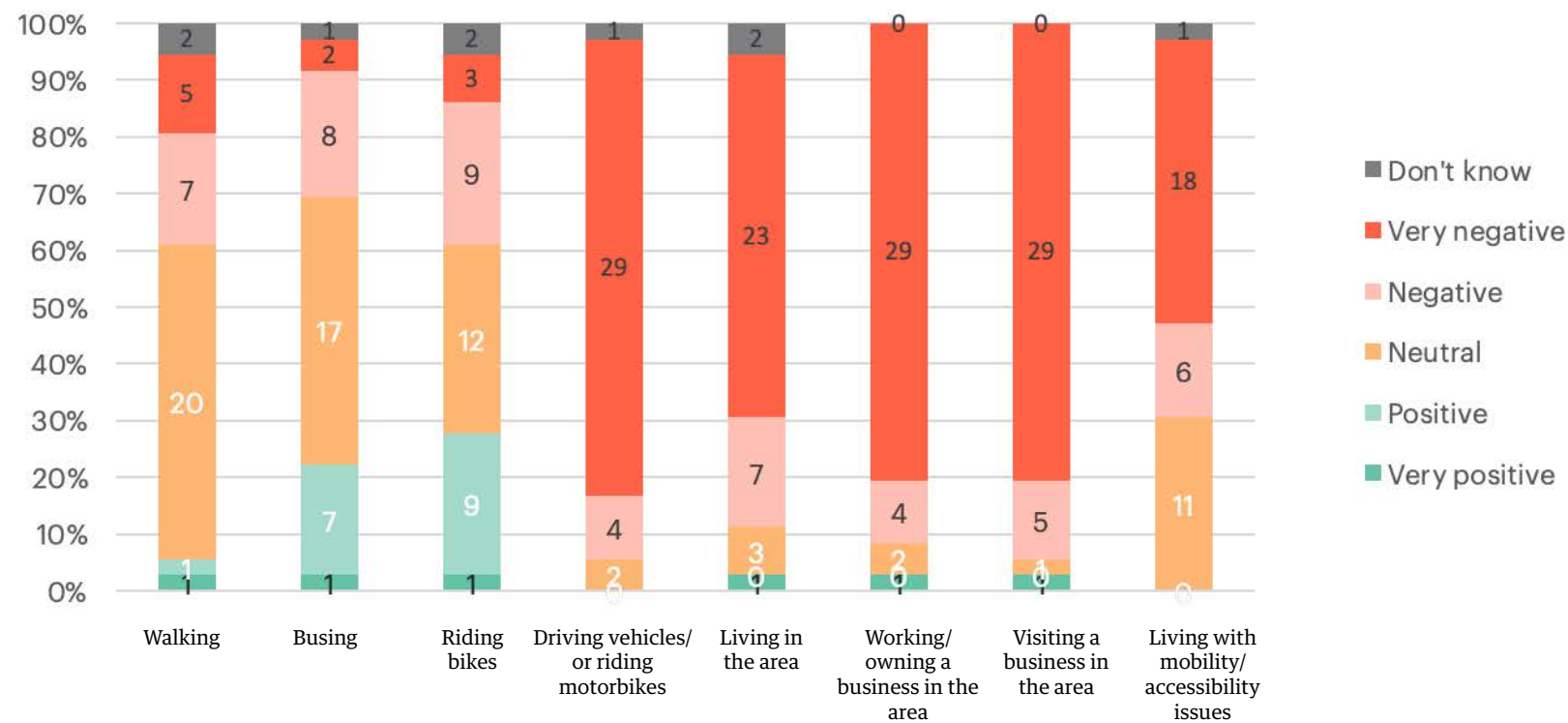


People driving commercial vehicles

What is the main way you travel along this route?

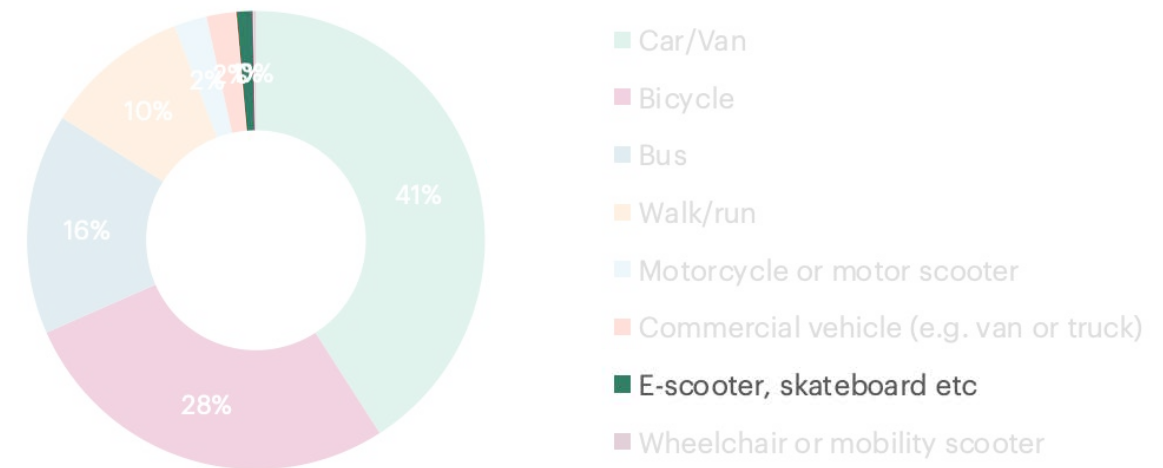


People who primarily drive commercial vehicles along the route thought the impacts for different users would be...

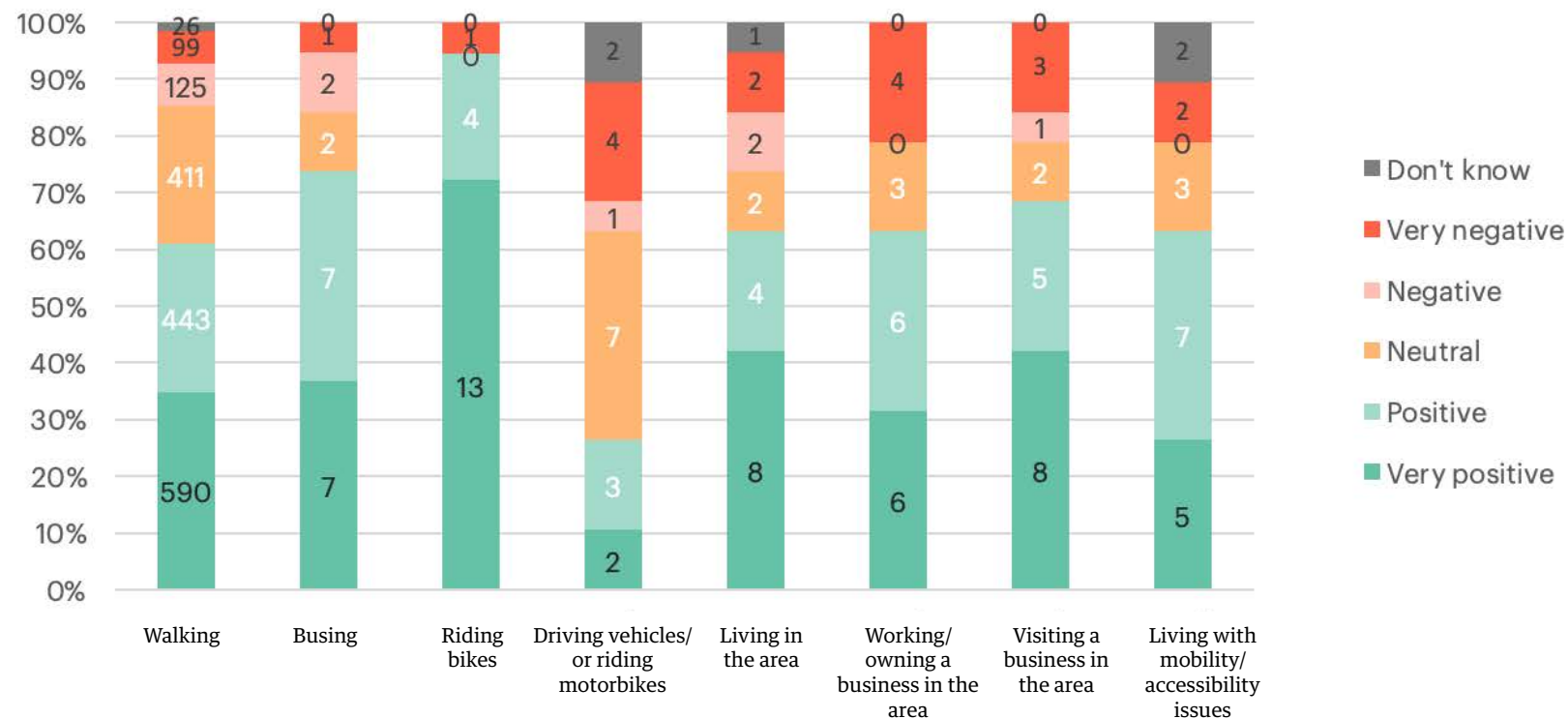


People riding e-scooters or skateboards

What is the main way you travel along this route?

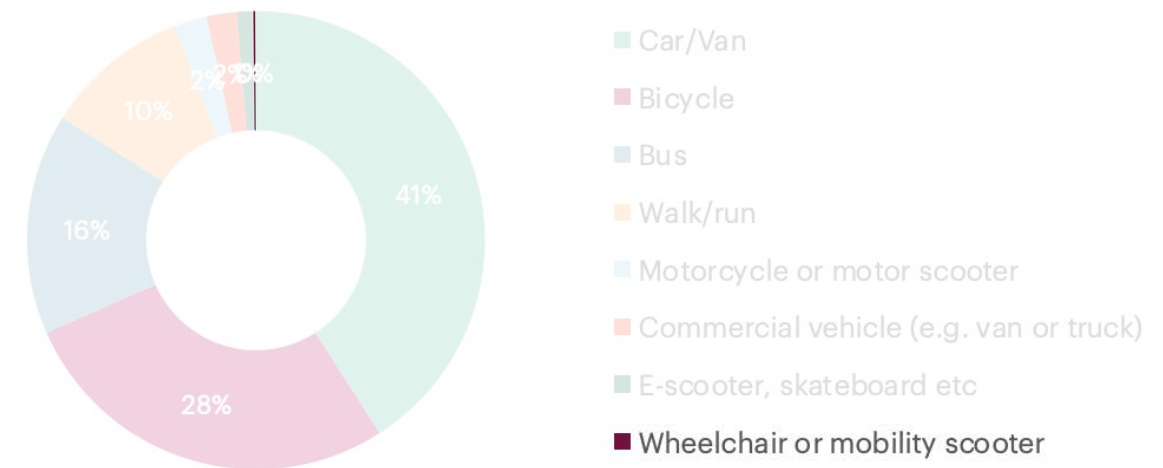


People who primarily ride e-scooters or skateboards along the route thought the impacts for different users would be...

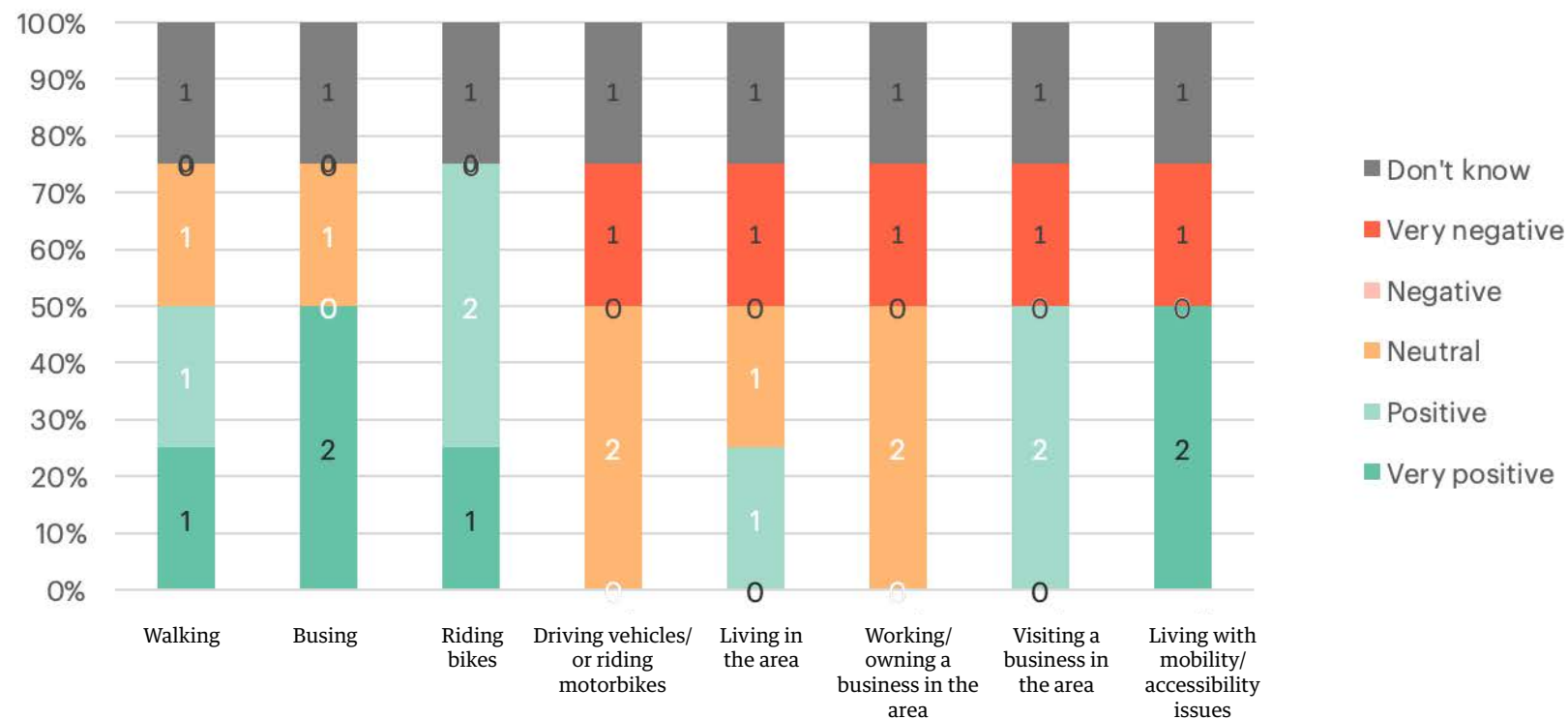


People on wheelchair or mobility scooter

What is the main way you travel along this route?



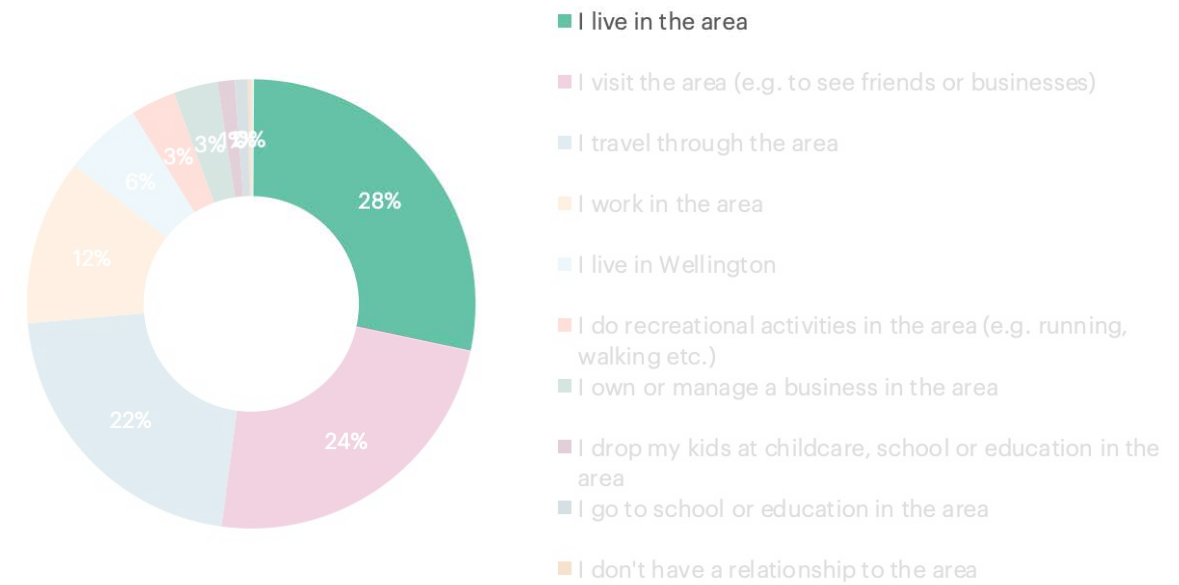
People who primarily travel along the route in a wheelchair or mobility scooter thought the impacts for different users would be...



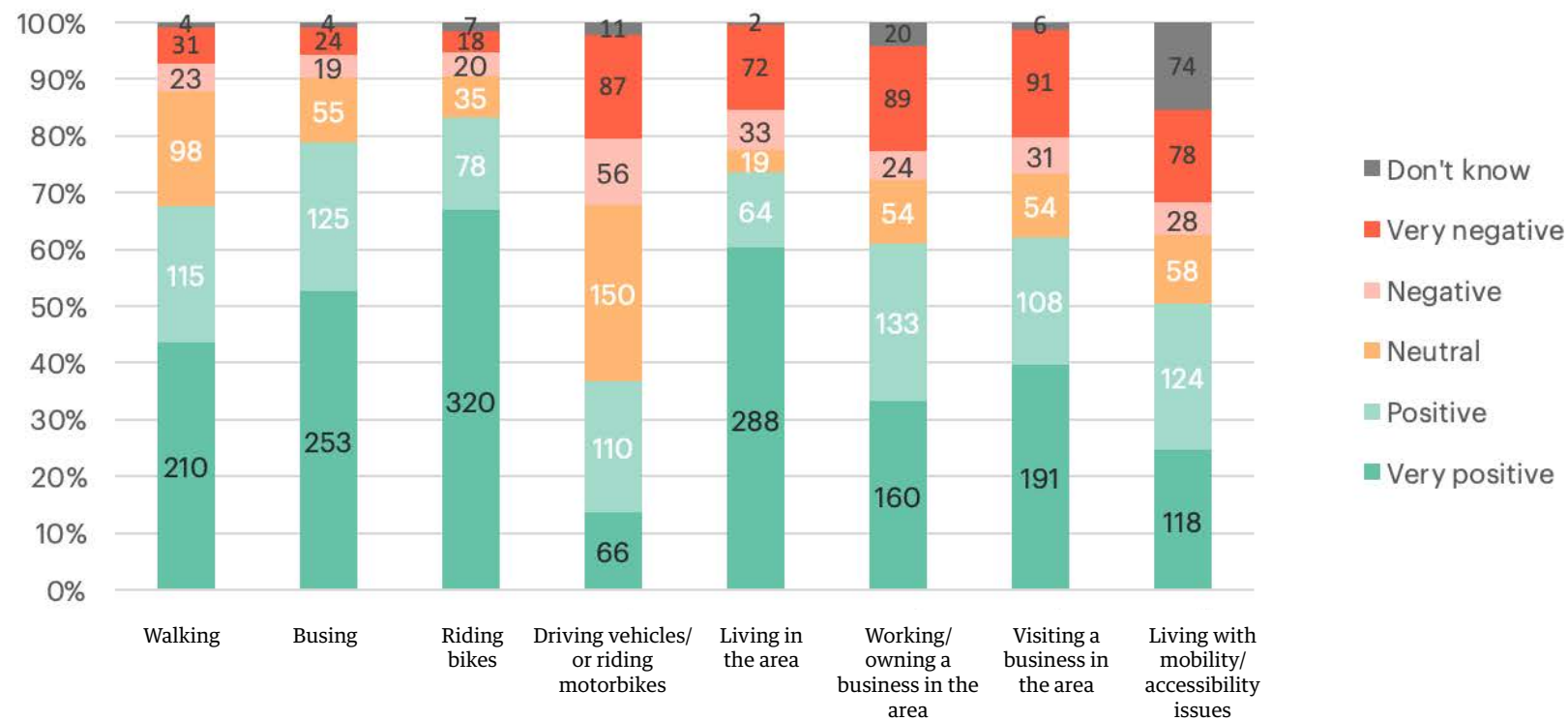
**How people felt about the impacts of the
proposed changes based on their
primary relationship to the area**

People who live in the area

What is the main relationship you have to the area?

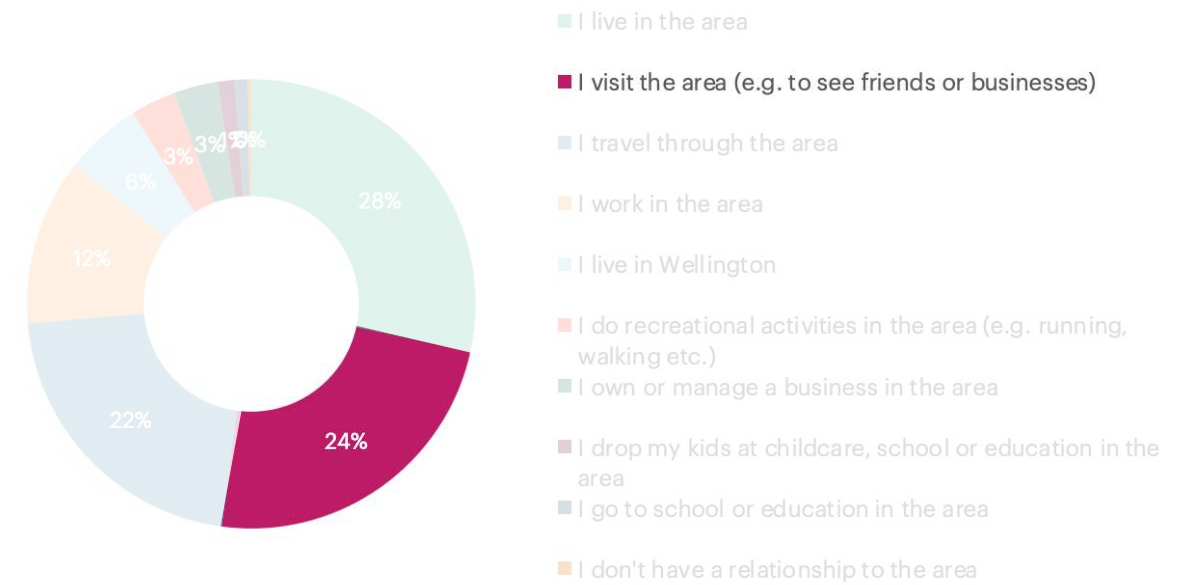


People who live in the area thought the impacts for different users would be...



People who visit the area

What is the main relationship you have to the area?

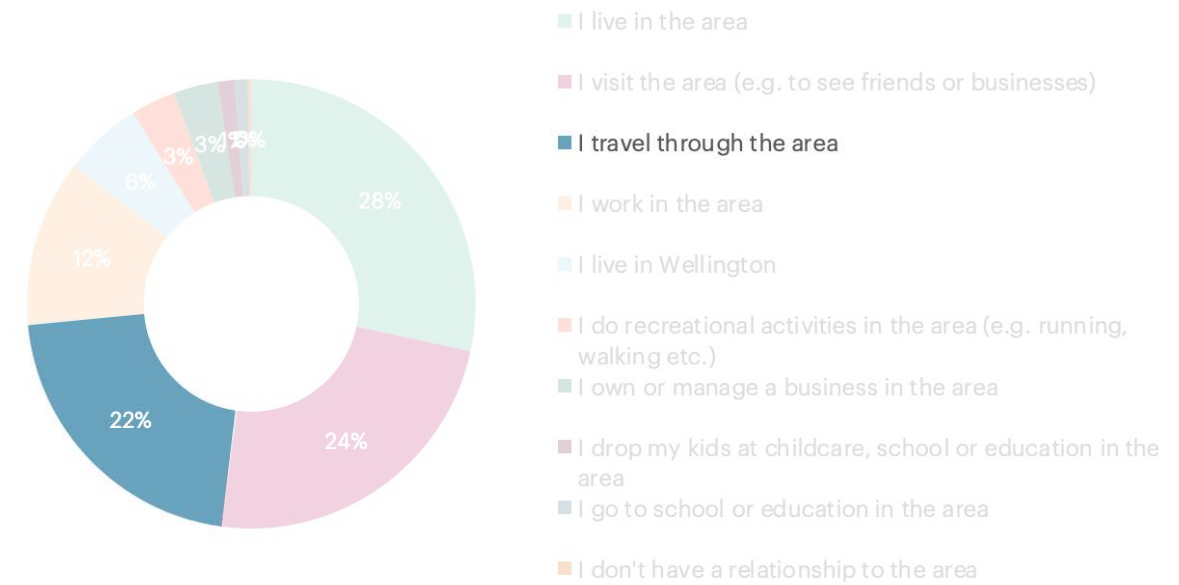


People who visit the area thought the impacts for different users would be...



People who travel through the area

What is the main relationship you have to the area?

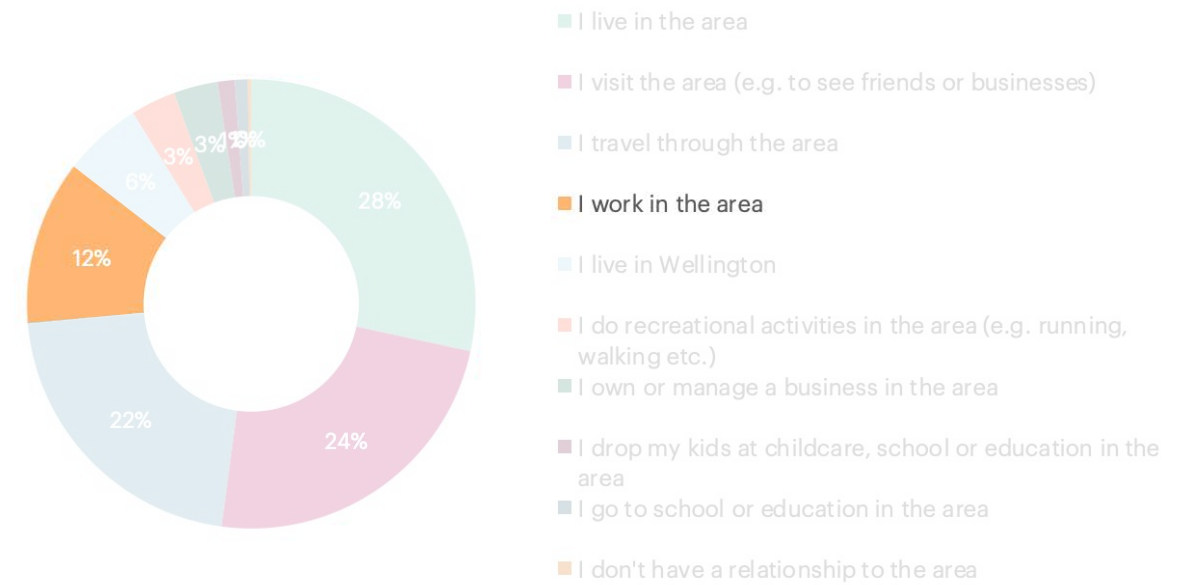


People who travel through the area thought the impacts for different users would be...

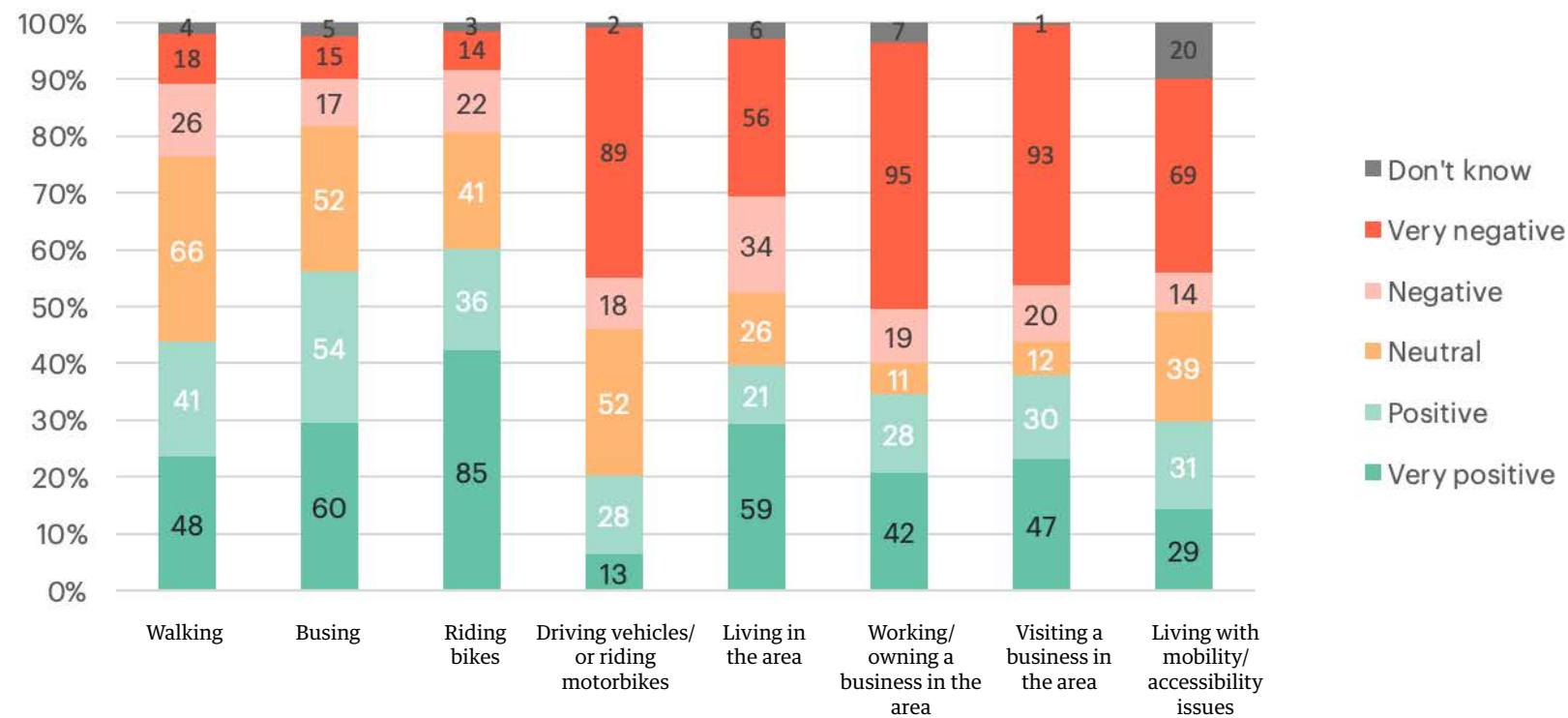


People who work in the area

What is the main relationship you have to the area?



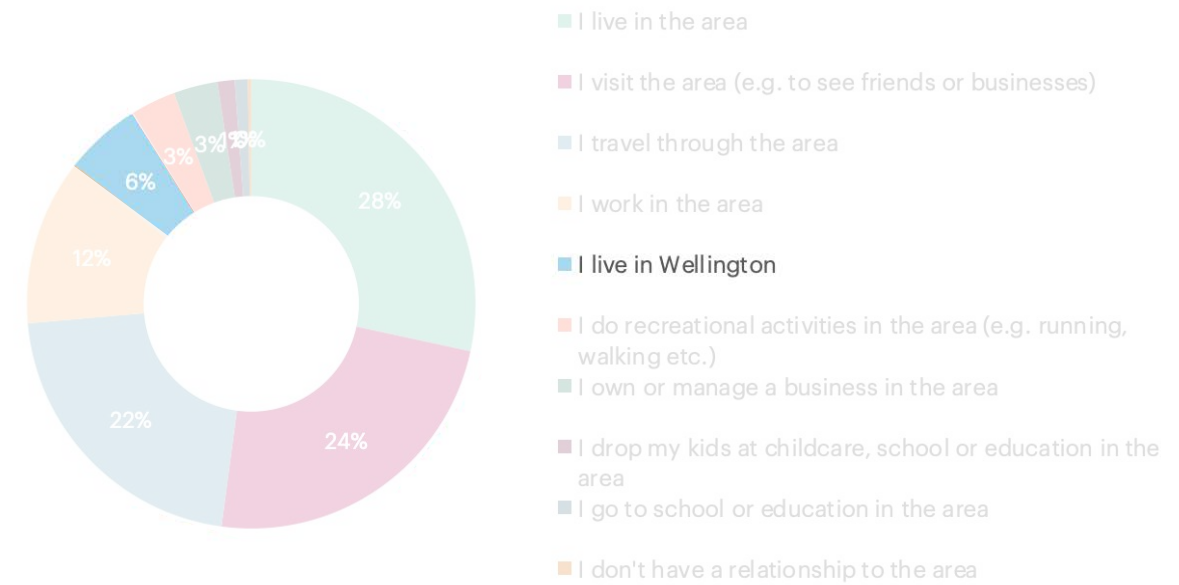
People who work in the area thought the impacts for different users would be...



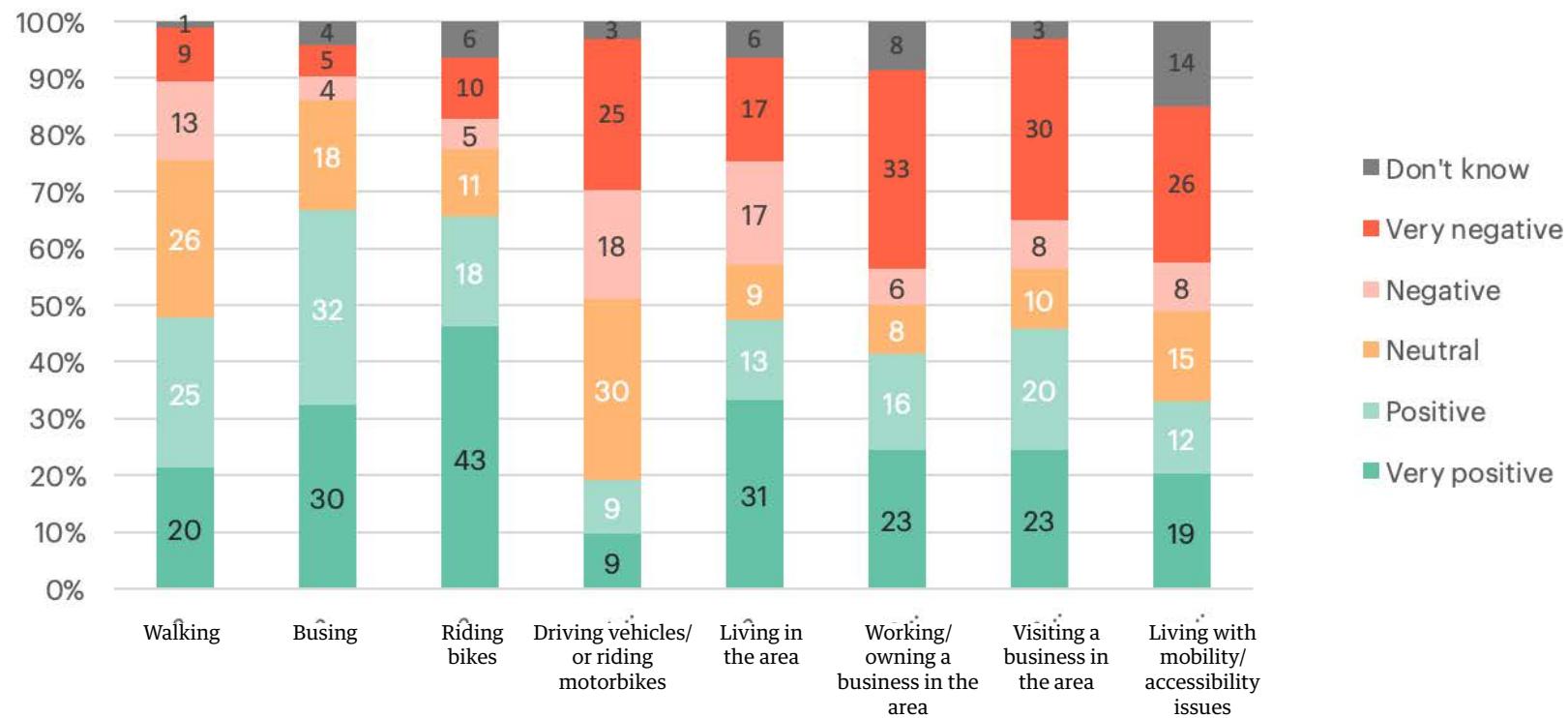
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People who just live in Wellington

What is the main relationship you have to the area?

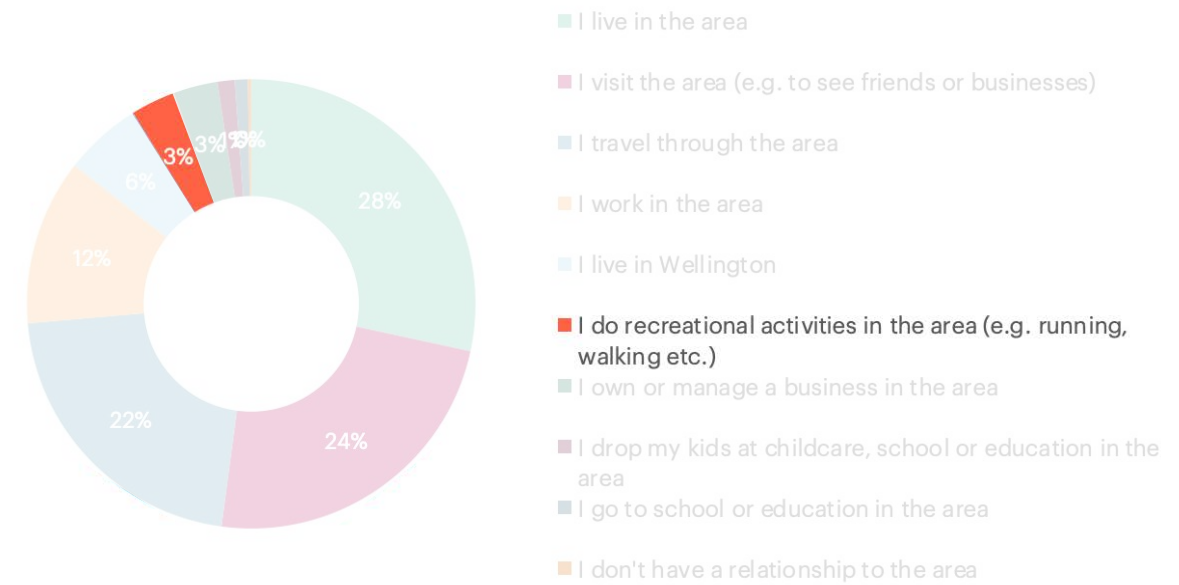


People who just live in Wellington thought the impacts for different users would be...

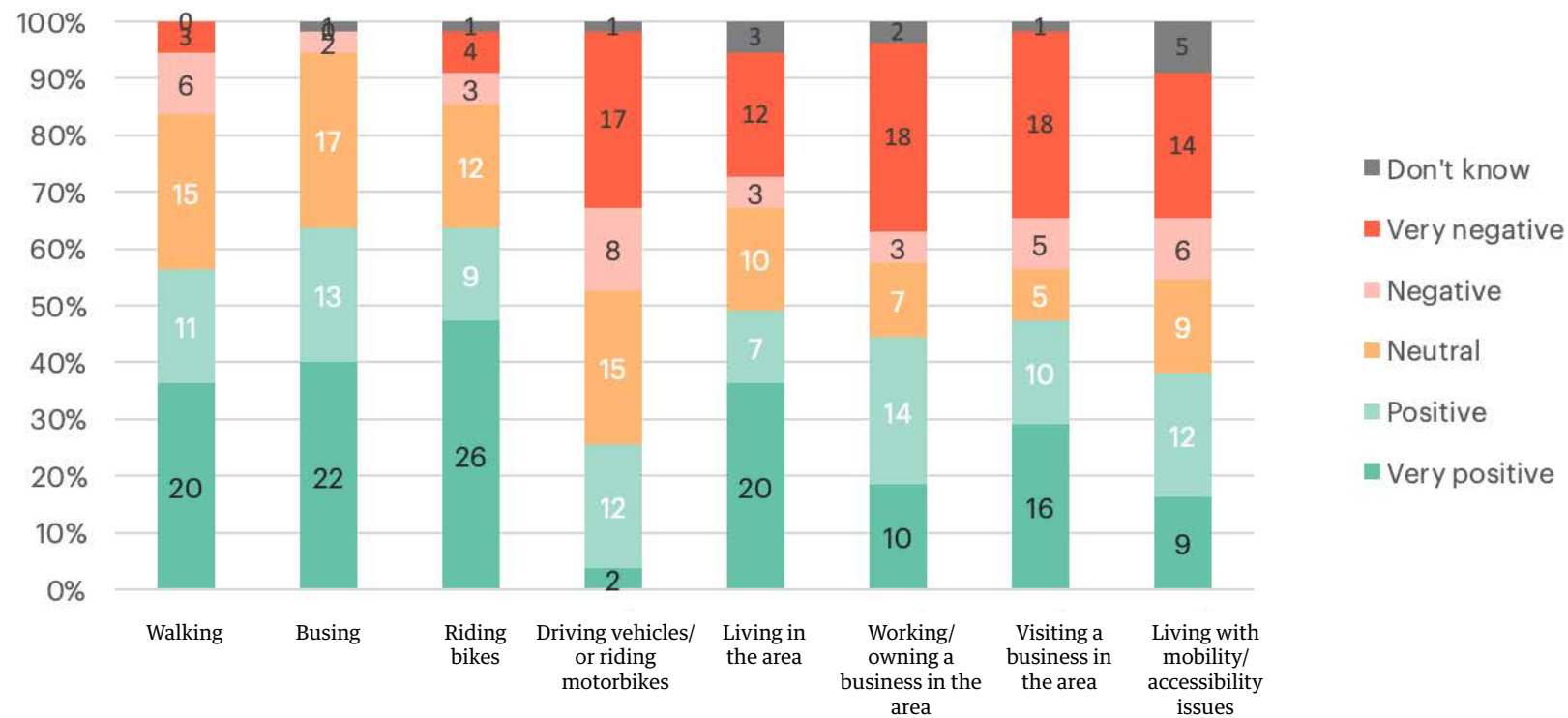


People who do recreational activities in the area

What is the main relationship you have to the area?

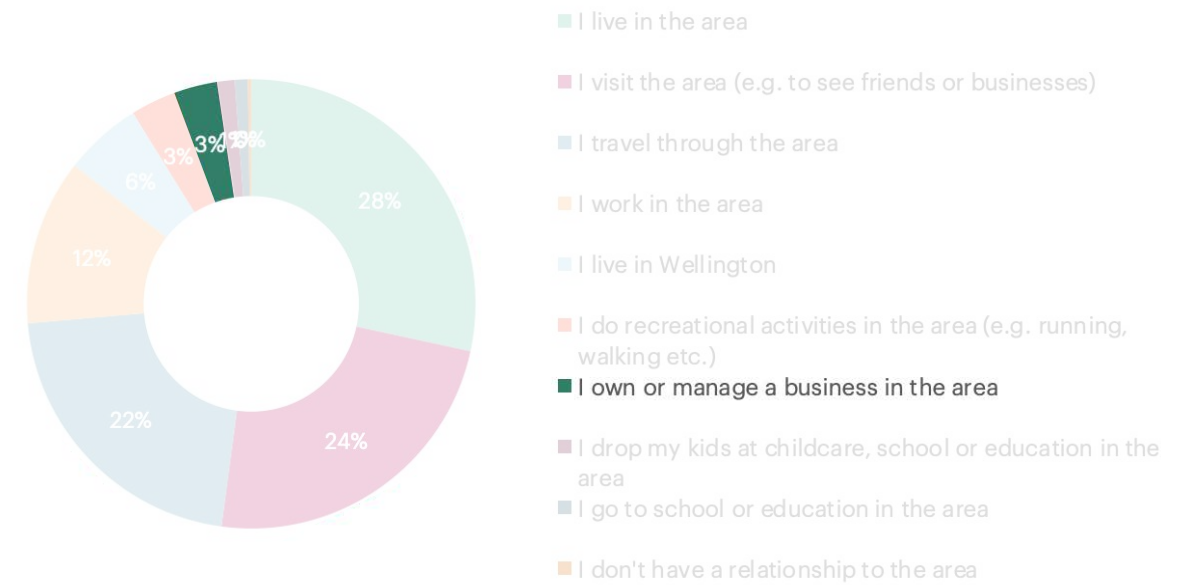


People who do recreational activities in the area thought the impacts for different users would be...

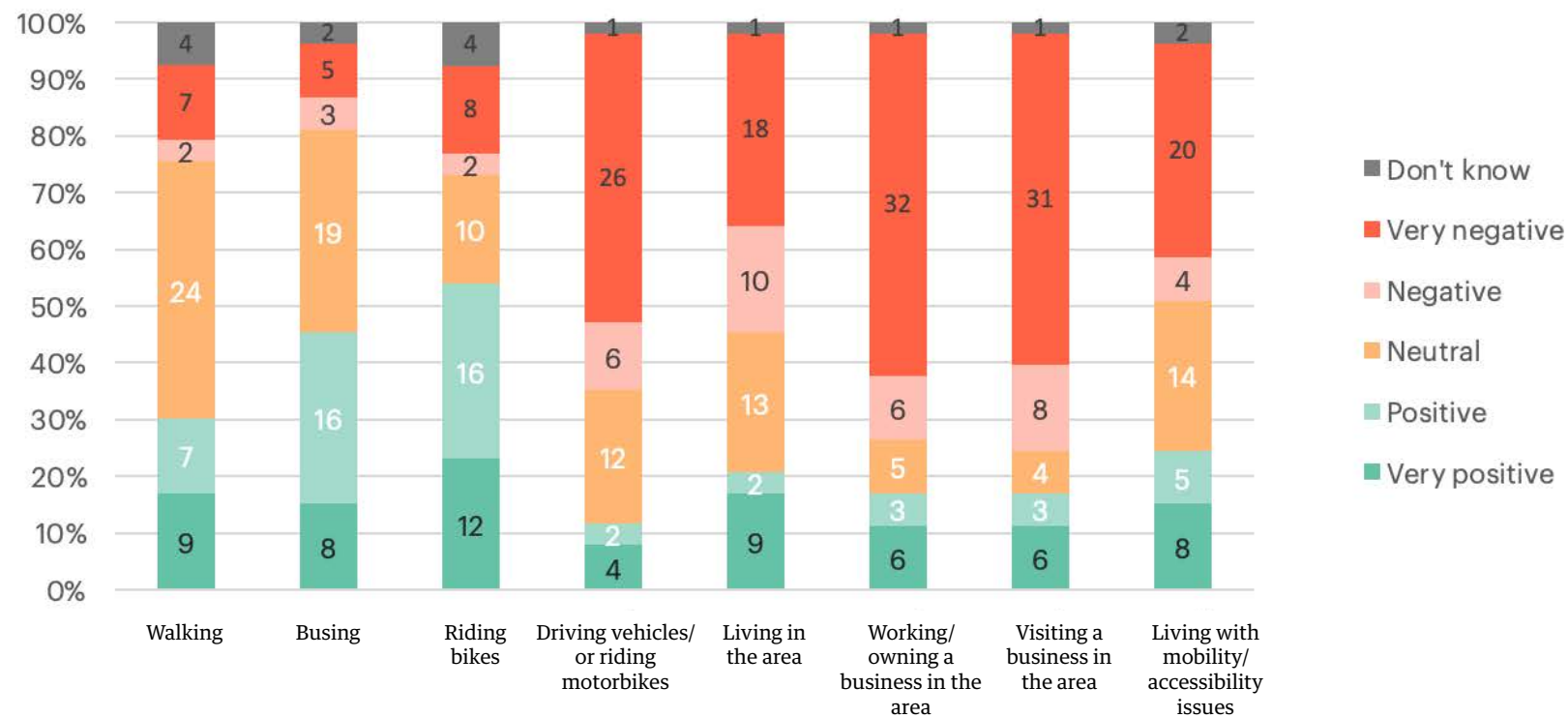


People who own or manage a business in the area

What is the main relationship you have to the area?

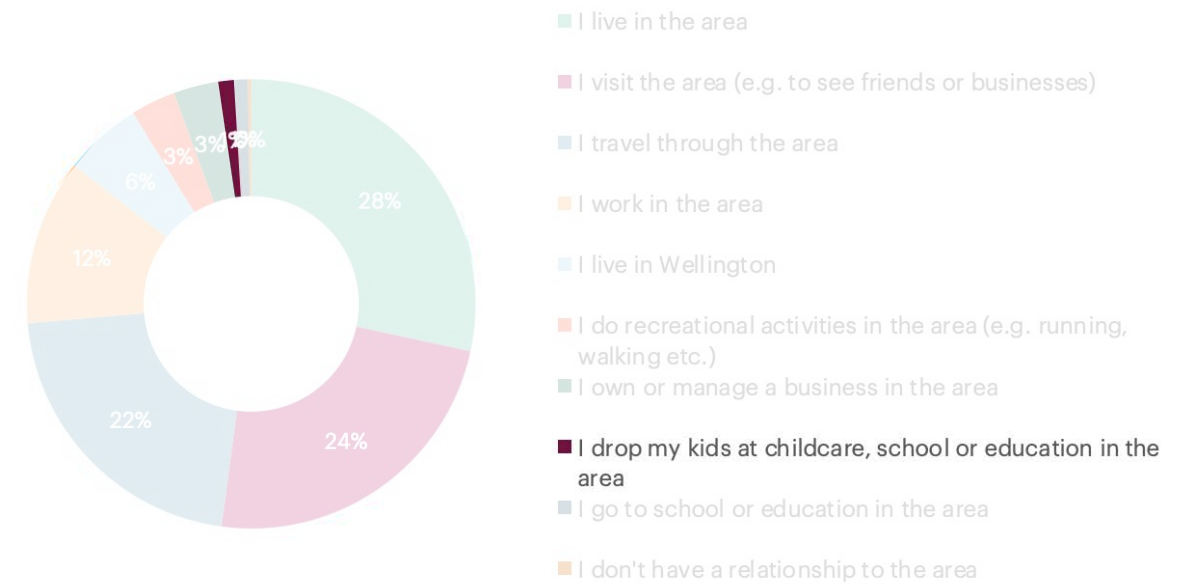


People who own or manage a business in the area thought the impacts for different users would be...

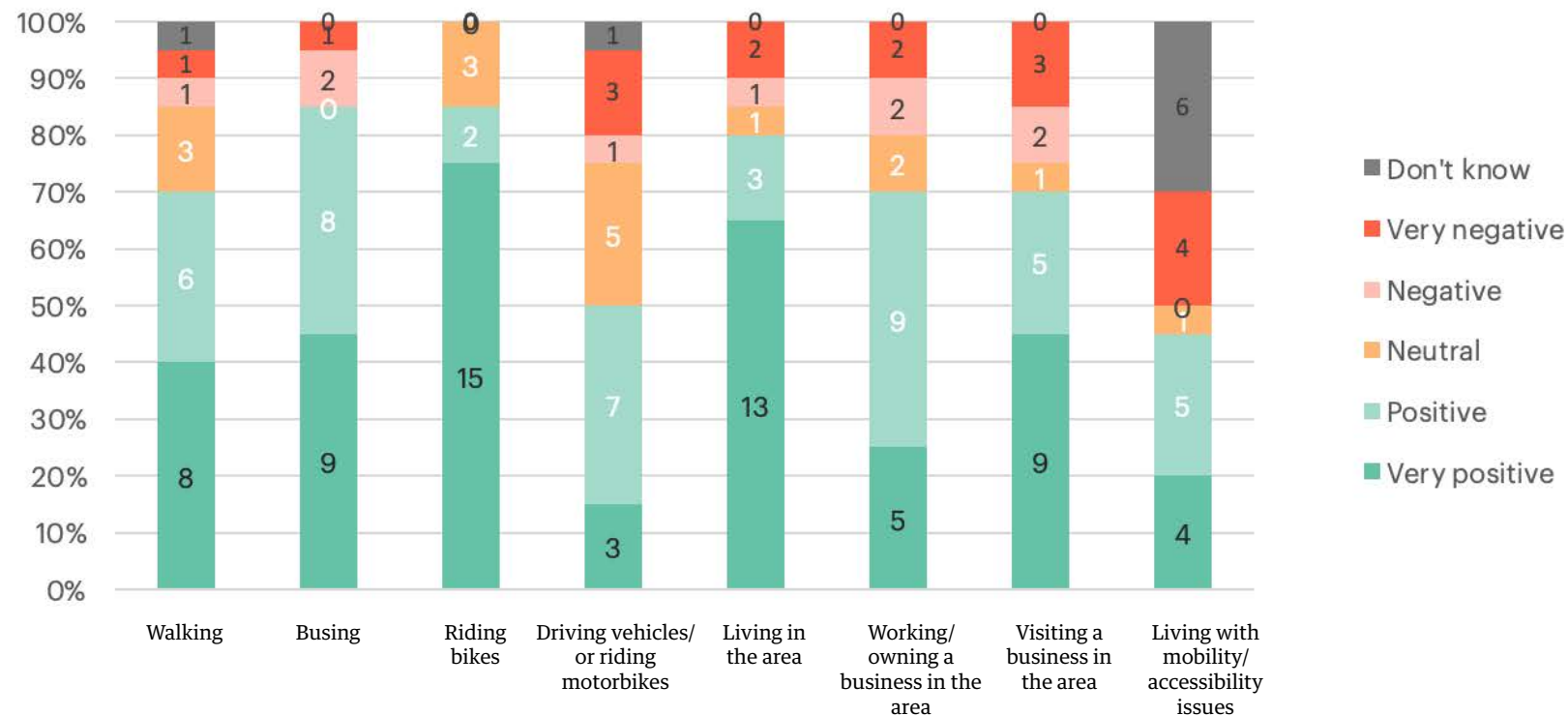


People who drop kids off at school or childcare in the area

What is the main relationship you have to the area?

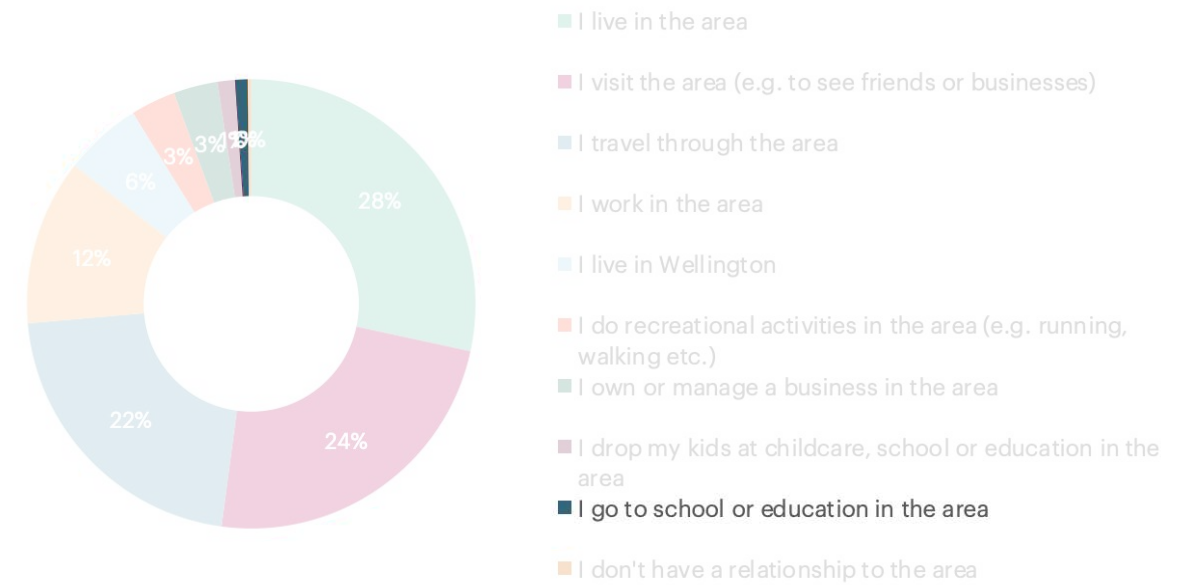


People who drop children off at school or childcare in the area thought the impacts for different users would be...

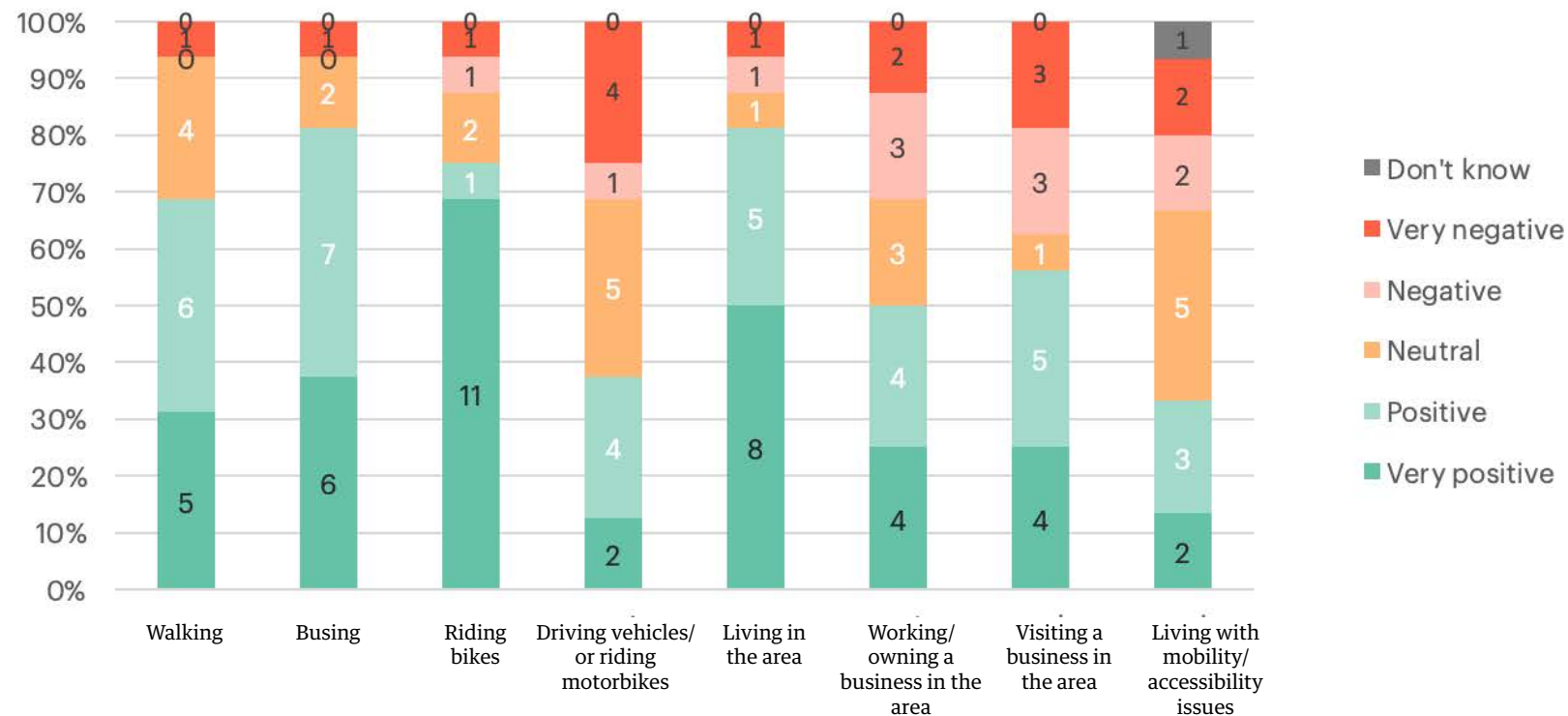


People who go to school or education in the area

What is the main relationship you have to the area?



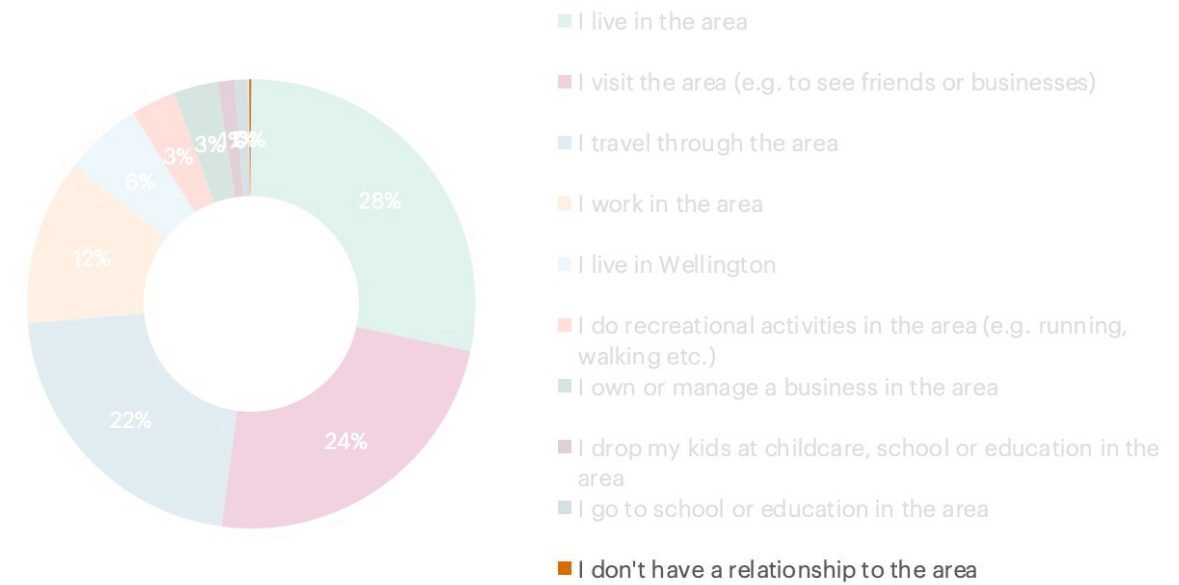
People who go to school or education in the area thought the impacts for different users would be...



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People who don't have a relationship to the area

What is the main relationship you have to the area?

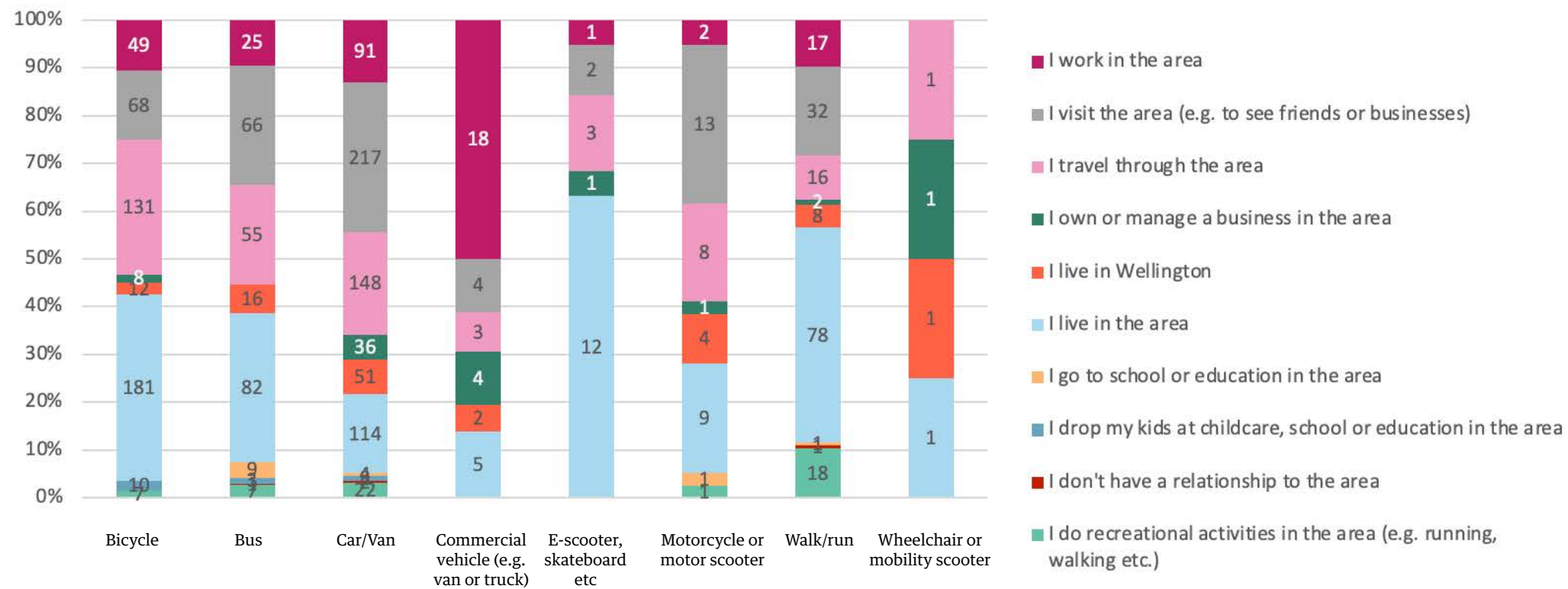


People who have no relationship to the area thought the impacts for different users would be...



Wellington City Council

Relationship to the area by main mode of transport



**How people with disability or
accessibility issues felt about the
impacts of the proposed changes**

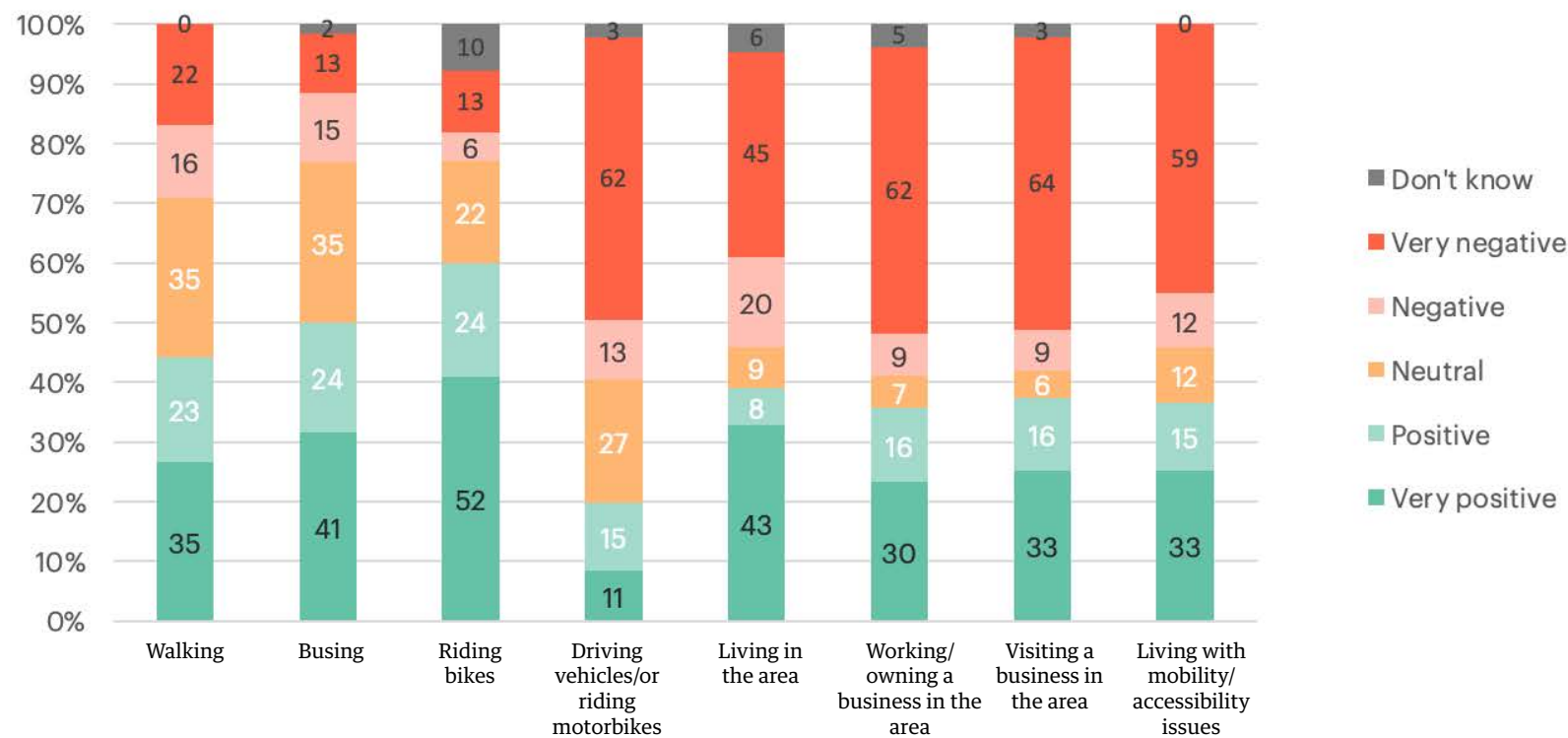
Wellington City Council

People who live with a disability or accessibility issue

131 respondents

Answered 'yes' to living with a disability or accessibility issue

People who live with a disability or accessibility issue thought the impacts for different users would be...

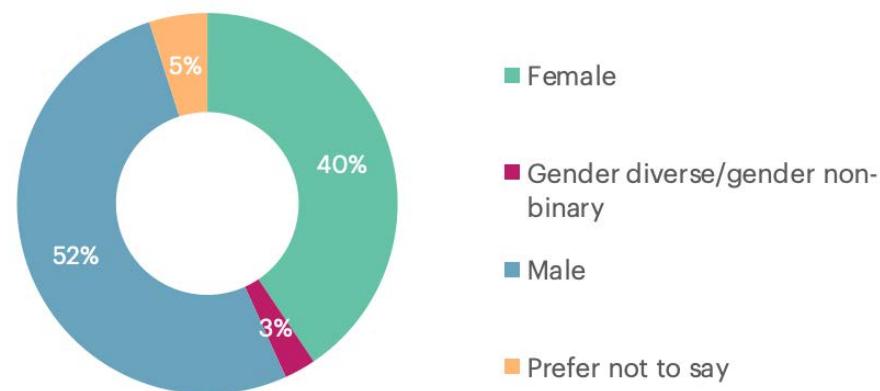


Who we heard from

Demographics

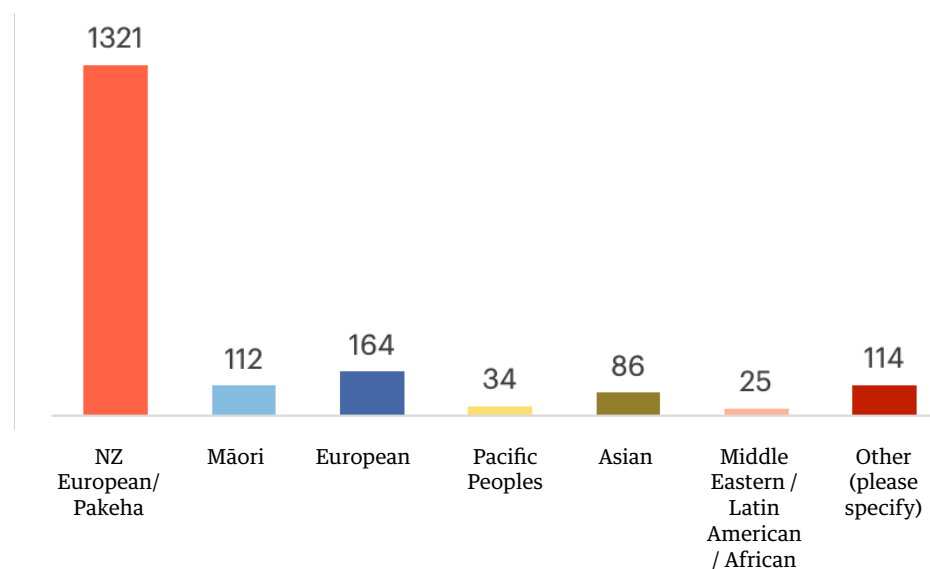
Please choose the gender that best identifies you:

n= 1679



Please choose the ethnicity group/s you identify with:
(You can select more than one)

n= 1,663



Total does not add up to 100% as people can select more than one ethnicity.

79% of respondents identified as NZ European/Pakeha

7% identified as Māori

10% identified as European

2% identified as Pacific Peoples

5% identified as Asian

1% identified as Middle Eastern / Latin American / African

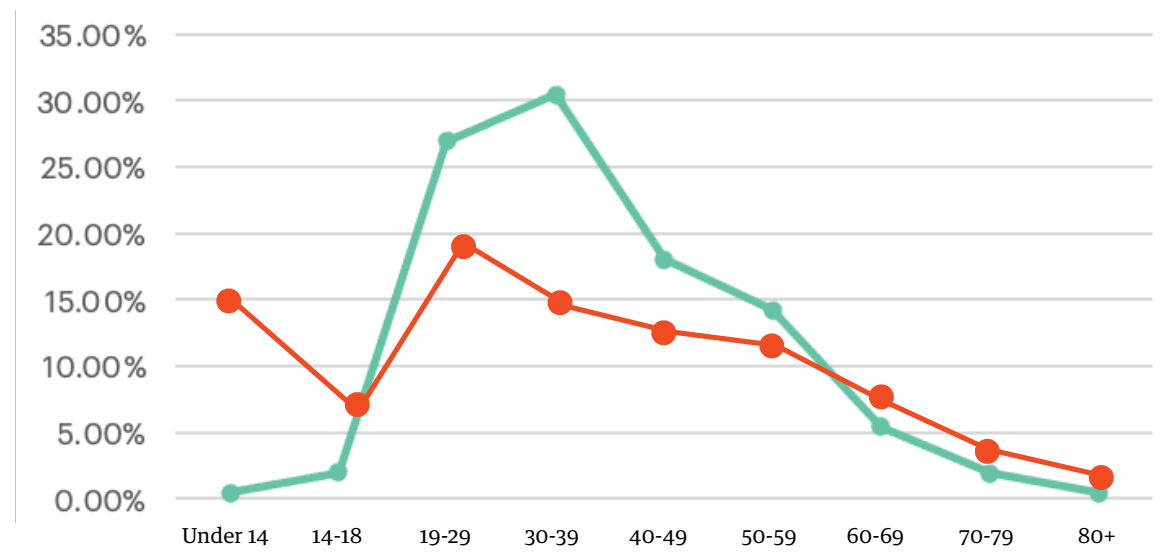
7% specified another ethnicity

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Demographics

Please choose the age group you belong to:

n= 1664



Age of Wellington population (StatsNZ)
Age of respondents

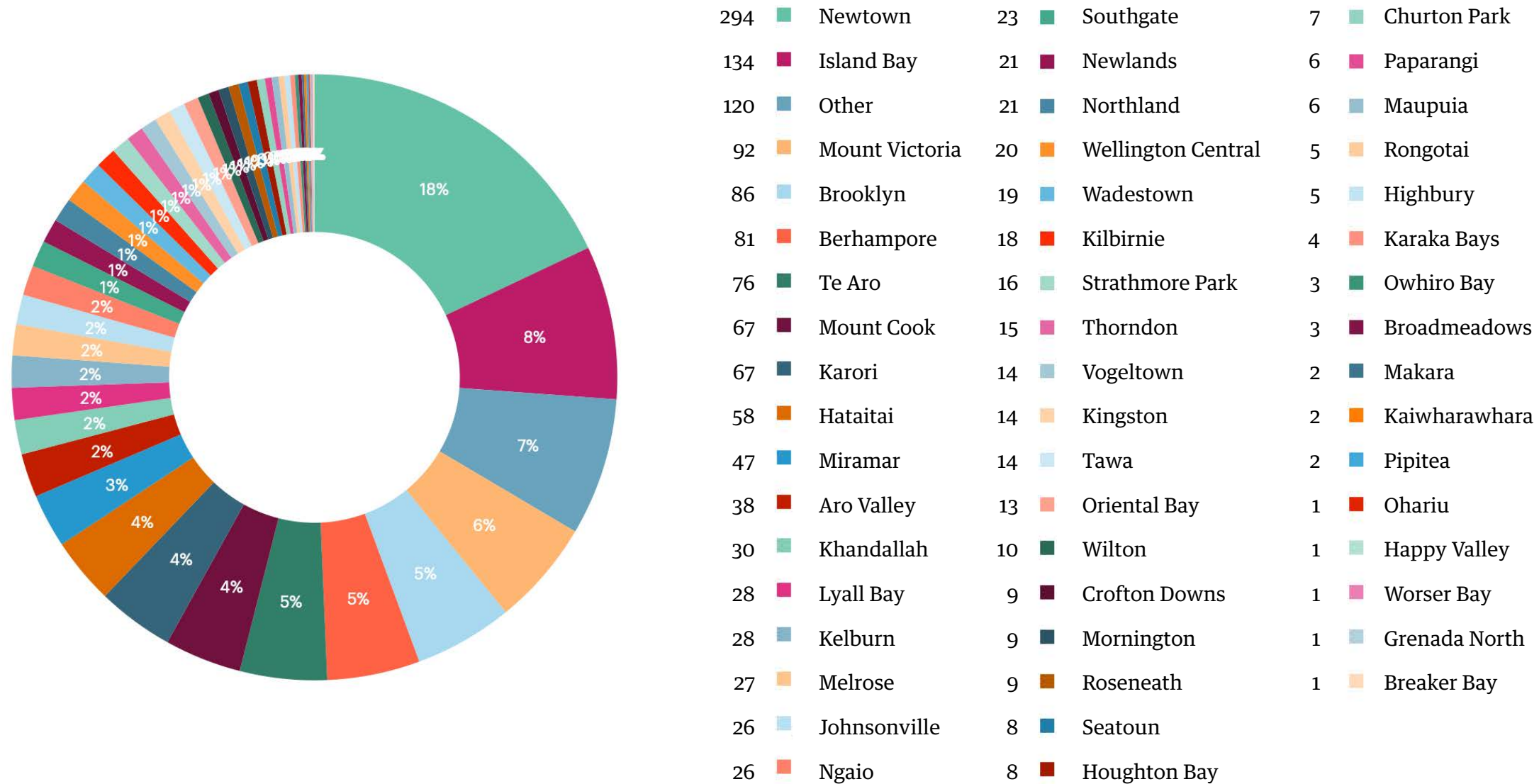
Wellington City Council

Demographics

Which suburb do you live in?

If you live outside Wellington City, please select 'other'

n= 1636



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Organisations we heard from

AA	Gazley Holdings Ltd.	MTI Wellington	Rutherford & Bond Toyota
ASUS	General Grocer	New Crossways Community Trust	Shosha
Office Bar	Generation Zero	Newtown Acupuncture Centre	Skin Body Care
Capital City Cars	Glassworks 2000 ltd.	Newtown Halal Meat Shop	Sojourn Apartment Hotel
Capital Kids Co Operative Childcare Centre	Greenford Holdings LTD	Newtown Residents Association	Standard 956 Limited
Community Corrections	GSW Martial Arts	Newtown School / Te Kura O ngā Puna Waiora	Stride
Computer Shop Newtown Ltd	Haitaitai Pharmacy	Outdoorsmen	Switched on Bikes
Cycle Wellington	Inter-Professional Trust	Pacific Island Presbyterian Church Newtown	The Khandallah Company Ltd
Cycling Action Network	Jaycar Electronics	PCB NZ Ltd	VTNZ
Doctors for Safe Active Transport	John Castle Chemist	Pita Pit Newtown	VUWSA
Dsport	Kaiwhara Community Group	Port Nicholson Poneke (PNP) Cycle Club	Wellington City Council Environmental Reference Group
Dudley Investments Ltd.	Kennards Hire New Zealand Limited	Property Paint Services	Wellington College Enviro Club
Energy Architecture NZ Ltd	Kids R Us	Resene	Wellington High School
Fitrite Tailors	Living Streets Aotearoa	Retail NZ	Wellington Speedway
Forza Trust Property	Mitsubishi Motors New Zealand	Rice Bowl Burger Bar	Willis Bond & Co.
Four Seasons Florist	Mt Victoria Residents Association	RMHC NZ Ronald McDonald House Wellington	Working Hands

Other engagement activities

Community drop-ins, events and school engagement

We hosted seven drop-in sessions and events along the route during the consultation period. Over 300 community members took the opportunity to engage with staff during these sessions. Community members could pop in, get the information they are interested in, ask questions of staff and find out how to have their say during the formal consultation period. It was also an opportunity for people to find out about the proposed improvements to biking, busing and walking happening across the city.

We also engaged with over 300 students who attend a high school near the route. We talked about the proposed improvements, the larger scope and goals of the Paneke Pōneke bike network, as well as inviting students to have their say. Part of this engagement was with the Enviro Club at Wellington College, whereby student leaders sent out a travel survey to students that got over 350 responses, hosted a BBQ and invited students to submit on the proposed changes. Senior students at Wellington High were also engaged in their Social Studies and Geography classes, looking at the network from a civic engagement, urban planning and sustainability perspective as part of their studies. A drop-in session was also hosted at Newtown School for parents and staff of the school.

Events were held in:

- Mt Vic Hub
- Newtown Market
- Victoria University, Te Aro Campus
- Harbour side market on the 21st and 28th of August
- Newtown Community Centre
- Basin Reserve

School engagement at:

- Newtown School
- Wellington College
- Wellington High

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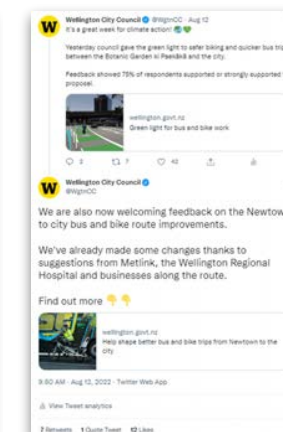
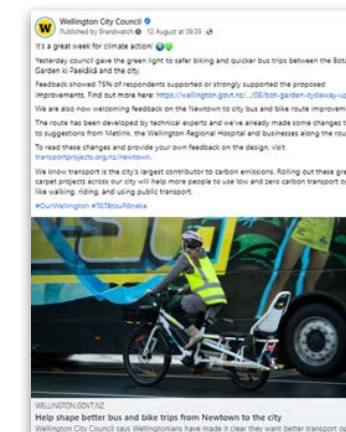
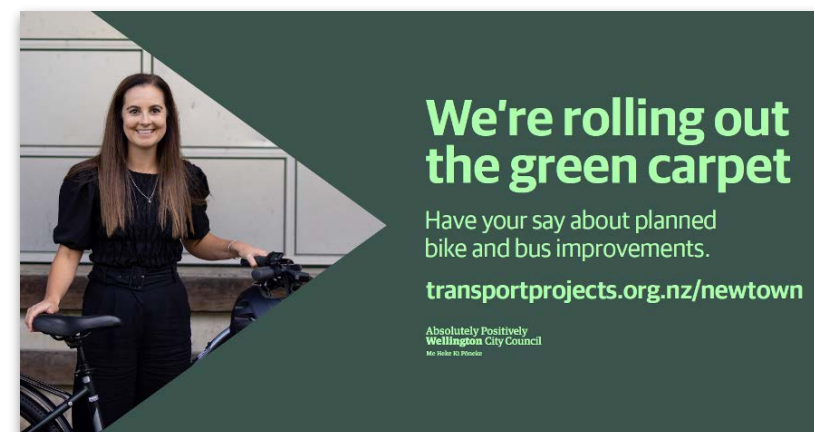
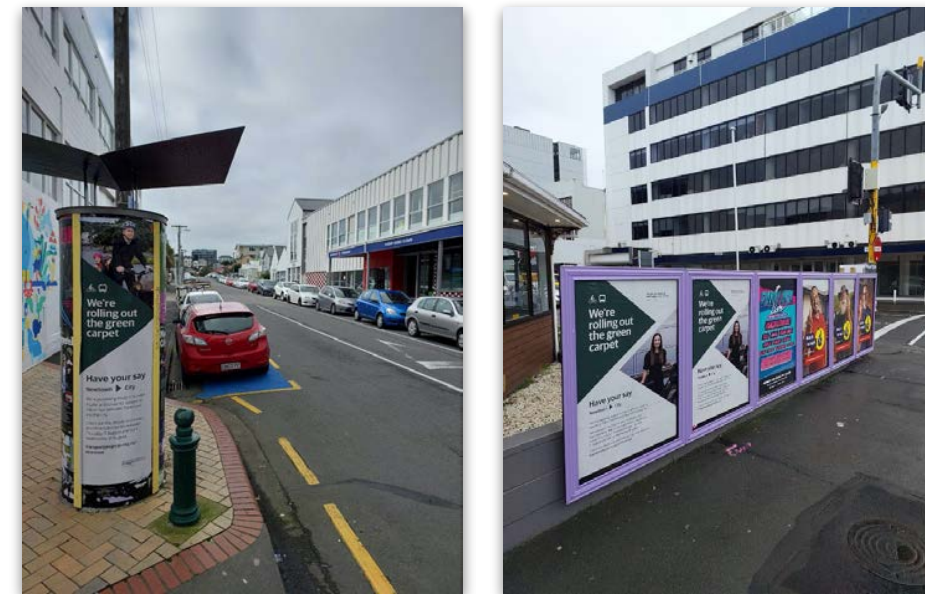
Community drop-ins, events and school engagement



Promotion and advertising

The consultation was promoted through media, email, radio advertising, Dominion Post ad, billstickering, Adshels, and a variety of digital channels, including Stuff, Google Display Network, Google Search, and Metservice. Promotion activities performed higher than industry average across the board.

As well as a media release and news stories, Council's social media channels were used to promote consultation, including Facebook, LinkedIn, Twitter, and Instagram. The campaign performed well above or at average across all channels.



Appendix: theme definitions

Theme name explanations

Theme name	Theme explanation/example
Alternative suggestions (parking, routes, etc)	Comments that advocate for alternative solutions. This includes comments advocating for different routes, parking buildings, etc.
Changes could go further	Comments advocating that the solution could be improved. This includes comments about 'making less compromises', 'extend this solution further'.
Concern about access to medical facilities and schools	Comments which are concerned that the proposed changes will have a negative impact on the ability to access medical facilities (eg the hospital) and schools.
Concern about Basin Reserve being closed for events	Comments which are concerned about how to bike around the Basin Reserve while events are on and the Basin Reserve is closed.
Concern about biking in bus lane	Comments that are concerned about safety/comfort implications of riding a bicycle in the same lane as buses.
Concern about impact on businesses	Comments which are concerned that the proposed changes will have a negative impact on business, or comments which mentioned increase difficulty accessing businesses. This excludes medical facilities and schools.
Concern about impact on people with mobility/accessibility issues	Expressing concern that the proposed changes do not cater to people with mobility issues, the elderly or children, or that they have disproportionate negative affects on them.
Concern about impact on residents	Concern about the impact that the proposed changes will having on people living in the area.
Concern about impacts on traffic flow	Comments concerned that the proposed changes will lead to congestions or slower/less consistent traffic times.
Concern about lack of ability to u-turn	Expressing concern about the removal of the turning bays on Cambridge and Kent Terrace, resulting in less ability to turn right or turn around.
Concern about lack of separation	Concern about points on the route that have a lack of separation between modes
Concern about removal of bus stop	Concern about the moving or removal of bus stops

Theme name explanations

Theme name	Theme explanation/example
Concern with loss of parking	Comments showing opposition to the reduction in number of parks or the times that car parking is available.
Focus on other things	Comments advocating that the Council should be focusing on other things (eg fix the pipes).
Focus on public transport first	Comments advocating that the Council should be focusing on public transport (eg get public transport running smoothly first).
General opposition to having a bike network	Comments which are showing opposition to bike lanes outside the scope of proposed changes or the bike network as a whole.
General opposition to proposed changes	Comments showing general opposition for the proposed changes. This includes comments about the proposal being 'a waste of money'.
General support for proposed changes	Comments showing general support for the proposed changes.
General support for the bike network	Comments showing general support for the bike network.
Get on with it	Comments encouraging Council to speed up delivery.
More Council enforcement needed	Comments which advocate that more Council enforcement is needed (ineffective in other areas) for this such as improper bus lane usage, clearway parking times, etc.
Opposition to completed section of Riddiford Street	Comments expressing opposition to the completed section of Riddiford St
Other	Comments that are niche, miscellaneous, and/or unrelated to the proposal.

Theme name explanations

Theme name	Theme explanation/example
Specific consultation/engagement feedback	Comments that contain specific constructive feedback on how Council could improve engagement or consultation methods or materials.
Specific design feedback	Comments that contain specific design feedback to improve the proposed changes - this includes comments that relate to the completed section of Riddiford Street,
Specific feedback on parking allocation	Comments that contain specific feedback on the type or duration of parking that should be considered in certain areas.
Specific implementation feedback	Comments that contain specific feedback on implementation (not design) such as materials, surfaces, etc (includes comments that relate to the completed section of Riddiford Street).
Support for completed section of Riddiford Street	Comments expressing support for the completed section of Riddiford Street
Support for removing parking	Comments which are supportive of the removal of parking.
This will make it safer	Comments advocating that the proposed changes will have a positive impact on safety.
WCC bias towards cyclists	Comments which proposed that Council favours feedback or interests of cyclists over private vehicle users.
WCC doesn't listen	Comments suggesting that Council does not listen to/seek feedback, or that engagement is not genuine.
Will have a positive impact on the environment	Comments advocating that the proposed changes will have a positive impact on the environment.

Newtown to City Bike Bus Improvements - Specific Feedback Responses

Newtown to City Bike & Bus Improvements - Specific Feedback & Responses				
Specific Feedback	Category	Example comment	Notes	Response
Opposition to removal of bus stops	Bus stop/lane	<i>The main critical comment I have is about the removal of bus stops. Particularly the bus stop outside the dental clinic on Adelaide rd. Our kids have gone there and I've found the fact that there's a bus stop right outside extremely helpful. We travel via bus and bike and do not own a car.</i>	Monitor	The removal of the bus stop is part of the recommendations set out in the bus priority action plan which aims to improve the efficiency of the bus network. Rationalising bus stops is a way to improve bus travel times by reducing the amount of time the bus needs to stop along the route. The nearest bus stop location is 150 metres north near Drummond Street or 260 metres south to opposite the Hospital. We will be monitoring the changes to bus stops.
Fewer bus stops (or don't introduce more)	Bus stop/lane	<i>I live in Newtown and my regular busses are the 1,3,23,29 which I use for my work commute to the city. I am opposed to more bus boarding stops, as I believe they are a hindrance to the flow of traffic and people along Riddiford Street, and hurt local businesses. I believe more double decker buses, combined with the bus lane improvements suggested will provide the necessary changes to support the free flow of traffic and people at peak times.</i>		This project proposes fewer rather than more bus stops along this route. Rationalising bus stops is a way to improve bus travel times by reducing the amount of time the bus needs to stop along the route.
Make bus lanes full time	Bus stop/lane	<i>There should be full time bus lanes the entire length of the route, including up to Mein Street. As important as the cycling improvements are, bus improvements as just as if not more important. What is proposed does not do enough to improve bus travel times and reliability. I also support removing the loading zones outside the car yards on Cambridge Terrace.</i>	Amendment suggested	Based on feedback and data, we are proposing to submit a separate traffic resolution to extend the bus lane hours along Kent and Cambridge Terrace to 24/7.
Ensure that there are improvements to bus times as a result - or consider peak time buslanes	Bus stop/lane	<i>Secondly, I haven't noticed any improvement in bus times as a result of the new bus only lanes but I have noticed a very detrimental impact on car traffic between Newtown and the Countdown. The impact has been so detrimental that I now avoid Riddiford St and instead either use the Mt Vic Tunnel or back streets (eg Rintoul & Hanson) to avoid the mess-which now creates 'peak-like' traffic at most times of the day. My suggestions would be to 1) turn the bus only lanes back into bus only at peak times and 2) remove the strange median thing in front of the hospital that forces all Newtown-bound vehicles (including buses) into the right lane (even the ones wanting to turn on Mein Street) and doesn't allow them back into the left lane to turn onto Mein Street until very near the intersection. That strange median thing forces traffic to merge and then unmerge (eg there are 2 right turn lanes from John Street onto Riddiford) and doesn't appear to add any benefit to cyclists but it does slow buses.</i>		The proposed bus lanes are designed to improve bus travel times between Newtown to the city, where delays to bus users are incurred throughout the day. The proposed change to the design of the Mein/Riddiford Street intersection will resolve the merging movement currently required for vehicles, and improve traffic flow in this area.
Make bus platforms concrete or asphalt	Bus stop/lane	<i>The changes are great and long overdue. The raised section on Riddiford St needs to be made from concrete or asphalt, not plastic though, as it is dangerous when wet</i>		The transitional approach prioritises the use of adaptable materials over the use of concrete and asphalt. This is so that designs can be tested and changed if need be. The Zicla bus stop platforms are made out of recycled materials with non-slip surfaces that allow rapid drainage. The slip resistance has been tested and is higher than the standard for footpaths. We are also investigating additional non-slip tape on the bridge section for extra grip.
Stipple bus platform surfaces	Bus stop/lane	<i>. Bike / bus passengers shared space will take some getting used to as passengers from the buses are not used to looking for bikes. Have slipped and fallen from my bike on the outside edge of the shared space as it is stippled</i>		There are clear markings indicating where people should be cycling along the raised bus platform. People should not be cycling all over the platform – only on the section marked for cycling so as to minimise the interaction between people on bikes and bus users. We will monitor this issue and modify the platforms if needed.

Newtown to City Bike Bus Improvements - Specific Feedback Responses

Specific Feedback	Category	Example comment	Notes	Response
Bus platform concern	Bus stop/lane	<i>Just want to make sure the bike lanes aren't interrupting access to buses - the current temporary lanes are unsafe and a bit inaccessible due to having to step off the bus onto a platform that even though marked the markings are unclear and there isn't much space between the part where you hop on/off the bus and the cycle lane. I know a normal bike lane will be much safer, but have concerns about any interruptions so please co-design with CCS Disability Action and other disabled organisations to make sure it's all safe and accessible</i>		The Zicla bus platforms have been used in over 300 cities, and over 18 countries around the world and follow best practice design guidance for bus stops across separated bike lanes. They have been thoroughly tested to provide the safest overall solution for these situations. However, as these are new to Wellington, we expect it will take some time for people to get used to them. Council has been working with disability groups such as Blind and Vision and CCS Disability. We will monitor this issue and modify the platforms if needed.
Bus platform ramps	Bus stop/lane	<i>The ramps up and down at the bus stops in the completed section are quite steep.</i>		The ramps have intentionally been designed to slow the speed of people on bikes travelling across the bus platform.
Bus Shelters	Bus stop/lane	<i>It would be nice to have bus shelter where the bus stops are so it's less miserable for commuters.</i>		New bus shelters are out of scope for this project, however, we will pass this request onto the team responsible for bus shelters around Wellington.
Move the bus stop outside McDonald's further south	Bus stop/lane	<i>Moving the bus stop outside McDonald's about 80m south so that it avoids the IN and OUT lanes for McDonald's drive through. The combination of the bicycle lane, the platform and in-lane bus stop, and cyclists moving to the middle lane to go straight through to the Basin creates a lot of extra conflict. Moving the bus stop a wee way south will make this whole area much easier for bicycles and cars to navigate and ultimately make it safer.</i>		We do not propose moving the bus stop because a) the McDonalds building provides a shelter for passengers b) the McDonalds stop is close to the Basin pedestrian crossing. The design includes the use of high-volume driveway treatments to highlight the presence of cyclists to vehicles exiting the McDonalds. Furthermore the ramp up to the bus stop slows people on bikes, reducing the conflict with bus users.
Shared space design at bus stops.	Bus stop/lane	<i>Good, but need different design at the bus stops. People don't look when they walk out of the bus. Bikers should flow with traffic and not have to dodge walkers in these areas. Maybe buse pull in and bike lane is on the other side.</i>		The bus platform design has now been used in more than 300 cities and over 18 countries and aligns with national and international design guidance. It is considered much safer than stopping the bike lane at bus stops or moving the bike lane to the outside of the bus stop, which would force people on bikes to merge with moving traffic. Council will have people out on site as new bus stops are installed and create educational material to help accelerate the behaviour change required with this new infrastructure.
Make bus lane available for vehicles doing left hand turns into John Street	Bus stop/lane	<i>Travellers on Riddiford Street, going north from Newtown into the city are required to be in the right lane regardless of whether they are turning right into Adelaide Road or slightly left into John Street. The bus lane on the left is often entirely empty while the right lane can be backed up through all the Newtown shops. However as you finally pass the last set of lights at the entrance to the Hospital carpark, the left lane becomes available for those turning left or going into John Street. At this point buses, cars and bikes are suddenly pushed together into the left lane. Why can't the bus lane be available to cars turning left? At the moment frustration at being caught in the right lane when the left one is entirely empty and is ultimately where you need to be is meaning people are traveling down the bus lane to cut minutes off their trip.</i>		The bus priority action plan highlights the importance of dedicated bus lanes to improve the efficiency of bus journeys. There are currently delays to buses along this corridor through the day with buses traveling 20-30km/hr between stops so full time dedicated bus lane is proposed to meet the council objectives.

Newtown to City Bike Bus Improvements - Specific Feedback Responses

Specific Feedback	Category	Example comment	Notes	Response
Paint bus lanes and bikes lanes different colours	Bus stop/lane	<i>1. General comment - looking at the computer generated mockups of how Adelaide Road and other streets reconfigured roads will look, my immediate impression is of the great confusion that will be caused by having the same green paint colour for BOTH bus and cycle lanes. This applies throughout the city. I suggested many years ago that bus lanes should be painted a red/ochre colour which would be a more visual danger signal to wandering pedestrians - although being hit by a bike is painful and often serious, it is nothing compared to being hit by a moving bus. Such bus v pedestrian confrontations are almost invariably the pedestrian's fault wandering into the bus' path without paying attention, and red-painted bus lanes would provide a more significant visual warning cue. The bike lanes throughout the city should be continuous and remain green</i>		The colour of bus lanes and bike lanes is stipulated in the Traffic Control Devices Manual (for general guidance see https://www.nzta.govt.nz/resources/coloured-surfacing-principles). This is not something that Wellington City Council can change. However, we have passed this comment to Waka Kotahi for consideration as we agree that red painted bus lanes would possibly improve visibility for pedestrians.
Slippery	Bus stop/lane	<i>I have used the new bus stops outside the hospital. I have found it to be dangerous. The surface is slippery in the wet. I find while some cyclists slow down most I have come across do not when people are walking across from the footpath to the bus stop or when there is a bus at the stop. There are also gaps in the surface, so easy for people to trip on. Lighting is also limited at night with no light at the head of the bus stop. While we all want cyclists to be safe, we too as pedestrians need to feel safe. I currently don't and try to avoid where possible using these stops. I therefore don't support the current design and want to see an improved design before any more stops are rolled out.</i>		The Zicla bus stop platforms are made out of recycled materials and are designed to have non-slip surfaces that allow rapid drainage. The slip resistance has been tested and is higher than the standard for footpaths. Council will continue to monitor the bus platforms and will look at the lighting issue mentioned.
Drummond Street Stop	Bus stop/lane	<i>I suggest the southbound bus stop near Drummond Street is to be moved south of the pedestrian crossing lights to make it a "departure" style stop. This is for two reasons. One is to move it closer to location of the bus stop that is set to be removed. Another is that it might speed up buses here as there's nothing worse than a bus stopping at a bus stop and then getting a red light immediately after pulling away from the bus stop.</i>		The main reason for keeping the outbound bus stop in its current position is the existing bus shelter as the far side bus stop would not have space for a shelter without taking up half of the footpath. The pedestrian crossing is not called that often and when it is the duration of the red phase is not very long
Impact of bus lanes on traffic flow	Bus stop/lane	<i>Removal of the bus lane - removing one lane of traffic during peak times will increase traffic even more on a clogged artery.</i>		Buses are a much more efficient way to transport people than private cars. During peak times one percent of the vehicles are buses but they carry 32 percent of the people on Adelaide Road. Bus lanes provide faster travel for more people, as the buses are not held up by general traffic congestion. This will encourage even more people to travel by bus, which is the primary goal of the council's strategic Bus Priority Action Plan.
Enforce bus lane operation	Bus stop/lane	<i>The existing bus lanes are notorious for being parked in 15 minutes before their operating hours end, and the new bus lane on Riddiford is always being driven in.</i>		Council has limited resources for parking enforcement and cannot always cover all the high priority areas they would like to. For this reason, camera technology has been purchased and will make it possible to enforce parking at all hours.

Newtown to City Bike Bus Improvements - Specific Feedback Responses

Specific Feedback	Category	Example comment	Notes	Response
Improvement to bus lane signage	Bus stop/lane	<i>Given the number of cars I see travelling in the new bus lane on Riddiford Street, people are either confused about how the lane operates, or are choosing to disregard the rules. The signage could definitely be improved (make it bigger, and make it clearer that it is a bus lane 24/7). Can it be painted green all the way down? We also need effective enforcement of the bus lane by the Council (I was disappointed to read that the Council was wiping the tickets issued so far – what message is this trying to send?).</i>	Action	We are planning to improve the signage and propose to include 'At all times' under the bus lane signs to improve legibility.
Bus/bike platform for wheelchair user	Bus stop/lane	<i>The bus ramp covers the bus platform, you roll off the ramp on to the cycle way. With people on the platform, exiting or waiting to board the bus, the cyclist view of a wheelchair user could be obscured. The wheelchair user is focusing on exiting and staying on the ramp. Ending the exit on the cycle way, before moving off. If using a power chair, if a cyclist hit it, more damage probably to the cyclist. While cyclists are to give way, my experience at the wellington hospital trial site, was the cyclist moved off the cycle way onto the footpath. It maybe they didn't see me earlier to give way, and avoided hitting me, by going on the footpath. Or it could be they just rode round me, both scenarios creating further risk on the footpath (right in front of the shelter with people in it). Either way, hazards in all directions. Rather than give way, which means at most slow and assume others will move, recommend it be that cyclist should stop on arriving at platform, if a bus is present at the platform. Then move through at slow walking speed. Looking at sites overseas, some have wider platforms, which would avoid this scenario.</i>		Signs and markings on the bus stop platforms have been designed to make it clear that people on bikes must give way to people entering and exiting the bus. The ramps have been designed to slow the speed of people on bikes to reduce conflict. We will work with cycling groups, disability groups and Metlink to continue to communicate the behaviours expected on these platforms and will monitor any issues that may arise to determine if additional fixes may be required.
Need more information on Kent Terrace to Oriental Parade	Consultation/Engagement	<i>Kent Tce to Oriental Pde: would appreciate more detail on this connection; Cambridge to Wakefield is one of the worst 'intersections' for car OR bike in Wellington so would like to know how this will be solved.</i>		At the Cambridge Terrace/Courtenay Place intersection cyclists will cross over to Kent Terrace from the sequenced traffic lights. The bi-directional cycleway will be separated from traffic (with the exception of crossing driveways and the Fire Station) so cyclists will remain separated from the traffic until they reach Cable Street where there are traffic lights to cross the intersection. This section was designed to avoid the difficult crossing from Cambridge Terrace to Wakefield St.
Provide details on impact on safety of bus users	Consultation/Engagement	<i>Please provide a comprehensive set of reports for the impact on travel time for vehicles, the safety of passengers getting off busses into a cycle lane, as well as the complete report on how many more people are expected to use this, considering the cost. Wellington is a very windy city with limited cyclists. What evidence is there this will change?</i>		A comprehensive monitoring and evaluation framework has been developed to determine the impacts of the changes. Before and after data collected if the proposed designs are approved will be collected between 6 and 12 months after installation and results will be made public on the WCC website
Clarify state of Adelaide Road bus stop (opposite McDonalds)	Consultation/Engagement	<i>... 2. Is the bus stop on Adelaide rd on the opp. side to McDonald's staying? It is not shown on the map. It used by large numbers of college kids.</i>		This bus stop will remain. We are not installing a new bus platform in this location which is why it is not visible on the maps.
Business enquiry	Consultation/Engagement	<i>How would this affect our customers during the construction and post construction; we have a off street parking drive through for Jaycar Electronics at 80 adilade road and sometimes when customers are not aware of this they try to park on the corner of King St and Adilade Road</i>		We will ensure we deliver letters to all affected businesses along the route to outline what is expected during the construction phase. We will also have VMS boards to advise all road users that construction is occurring and will be sending email newsletter updates to stakeholders along the route.

Newtown to City Bike Bus Improvements - Specific Feedback Responses

Specific Feedback	Category	Example comment	Notes	Response
Cannot see how route will connect to Wakefield Street or Courtenay Place (and Marjoribanks Street)	Consultation/ Engagement	<i>The published cycle network plans show cambridge terrace linking with courtenay place. This is going to be a key connection with the proposed changes along Courtenay place and because there will be no cars. I would think this would be the most used route. But from looking on teh plans i cannot see how if i was riding down cambridge terrace i would turn onto courtenay, or vice versa. The cycle lane is on the opposite side of the road. The same goes with linking to Wakefield st, how will that connection work? I can't see it on the plans. Teh network planes are flawed as they dont identify any key arterial cycle routes.</i>		We have been working with LGWM on the connection to the Golden Mile and there will be a connection at the Courtenay Place intersection to connect the bi-directional crossing with the bi-directional facility down Courtenay Place.
More thought given to 'relationship' question	Consultation/ Engagement	<i>The fact that this questionnaire does not even have a category for "hospital patient/visitor" under the Relationships questions shows how little thought has been given to bus passengers at the hospital.</i>		Thanks for your feedback. We will be taking this on board for future project questionnaires in the Newtown area.
Lack of engagement with businesses	Consultation/ Engagement	<i>I would like to see better communication and negotiation with those that will be affected by the changes such as shop owners, drivers and cyclists themselves. A few people I've talked to already think the position of the bike lane on Adelaide road (mein st) is a little unsafe and my friend who works at on of the shops on Adelaide road who had to move, said there didn't seem to be a lot of discussion and consultation with shop owners. I think for people to get on board with these changes face to face meetings and community outreach to come up with best solution that fits most if not everyone.</i>		Business engagement began in November 2021 where the businesses were informed of the project either in person or via an email/flyer (if the shop wasn't open). In early 2022 business engagement continued and WCC officers were in direct communication with those along the route. Regular emails with project updates were sent out and the businesses along the route were letter dropped leading up to the project commencing.
Should not have to input name/address to be published on WCC website	Consultation/ Engagement	<i>Why do you need to include my name and the suburb I live in to be published on your website? This discourages people from completing your survey.</i>		Wellington City Council is committed to open and transparent consultation and engagement. We collect and manage personal information in line with our privacy policy. All submissions are publicly available on the website. We encourage people to put their name to their submission, as this promotes well considered feedback and sharing of information, and is helpful in the administration of feedback, such as follow up contact. Elected members also like to know details like which suburbs submissions are coming from and also whether or not someone submitting is from Wellington City or somewhere else in the region or country. However, almost all fields in our submission forms are optional (including suburb) and while the name field is required, people can put a first name, last name, nick name - whatever they choose.
Accessibility concern	Consultation/ Engagement	<i>Particularly, I think it will positively impact the environment and increase physical activity for people living in the area. However, I would like to know more about how these changes will affect people with disabilities and mobility issues. In addition, will the buses run more frequently after the changes are in place? Currently they are quite infrequent, especially at night.</i>		We have worked with Blind and Low Vision and CCS Disability Group to understand their experiences of the road carriageway, bus stops etc. The bus services are run by Metlink not WCC, however we work closely with Metlink on all of our projects. At this stage there is no intention to increase the frequency of the buses on this route in the short term, but we expect to see bus trips being faster along Adelaide Road and Kent/Cambridge Terrace, increasing the reliability and timeliness of bus trips.

Newtown to City Bike Bus Improvements - Specific Feedback Responses

Specific Feedback	Category	Example comment	Notes	Response
Engage with Basin Reseve Schools	Consultation/ Engagement	<i>... I've been biking this route for several years from Southgate. The improvements look pragmatic and will hopefully provide a safe enough bike lane to encourage more cyclists. Suggest council engage with the basin reserve high schools to get them involved as young people of the city in this transition. Currently wellington east has no purpose built bike racks and girls do not ride. This plan is an opportunity to engage young people early to support their ownership of the proposal.</i>		We have been actively working with the schools near the Basin and will continue to work with them to encourage active transport to school. We have a behaviour change team who we work closely with who regularly visit the schools and provide support to mode shift through education and practical means.
Consultation period should be longer	Consultation/ Engagement	<i>Submission period needs to be lengthened to 21 weeks, currently WCC have too many requests for submissions that substantially impact Wellingtonians and those interacting with Wellington. To present submissions to WCC and do justice in such a short space of time for citizens is too steep to ask of the ratepayer's time</i>		The project design details have been discoverable on the WCC website since early 2022 and we have had numerous drop in sessions, social media posts and billboards around the city encouraging people to learn more. While the formal submission period is 3-weeks, which aligns with Council's Engagement and Significant Policy, the project itself has been known and discussed for over 6 months with businesses, residents and community groups to give ample time and opportunity to ask questions, raise concerns, and learn more.
Limited consultation	Consultation/ Engagement	<i>Not enough consultation has been done with individuals, businesses, and property owners for such a substantial hinderance to Wellingtonians.</i>		Engagement with groups and businesses began in November 2021, and WCC officers worked extensively with groups who were very concerned about the implications of the project. There are multiple examples of design changes being made to accommodate the operational needs of businesses and community groups along the route.
Blind and low vision	Consultation/ Engagement	<i>Just a note that Blind Low Vision NZ (formerly Blind Foundation) and legally 'Royal New Zealand Foundation of the Blind' are one and the same organisation. These were listed as two in the 'who we consulted with' section. There are other consumer groups by different names which do exist.</i>		Noted
Behaviour and uptake of cycling	Consultation/ Engagement	<i>it is also important that people using cycle ways are properly educated about etiquette around cycling and the differences in rules from cycling and driving. Similarly to the dangers of unqualified people driving cars, when the city moves towards this more sustainable direction, a higher number of cyclists will not be confident riders, and may cause a lot of damage. Whether this comes by a cycleway licence or just properly educating the population as a whole how to ride a bike in these cycleways, and what is expected of them at intersections, when overtaking etc. However we understand that it is vital that people want to go and use these cycleways and the barrier for doing so is not to high, so we think probably some accessible workshops and something like an advertising campaign would be most effective.</i>		Our behaviour change team will continue to work on educational material that will advise and teach people on bikes how to safely navigate the network. WCC continue to give out reflective and fluro backback covers, as well as doing bike light checkpoints with the police and partaking in the Be Safe Be Seen Be Secure regional campaign

Newtown to City Bike Bus Improvements - Specific Feedback Responses

Specific Feedback	Category	Example comment	Notes	Response
Consultation survey doesn't ask right questions	Consultation/Engagement	<i>We are emailing to you rather than using the surveymonkey in your website as we believe the survey questions simply don't ask the right questions to seek the desired possible improvements information and are not "fit for the purpose" of receiving meaningful detailed feedback on improvements. They are generic, seemingly biased and created to suit a pre-determined agenda of fast tracking many ill-considered cycle way options on emotive grounds without empirical evidence or support.</i>		<p>There are a range of questions asked in the consultation form as this helps to get a better understanding of the perceptions the community have about the proposal, who feedback is coming from and if proposals align with previous decisions and wider city goals. The form also supports submitters to upload any supporting documents and record an interest in speaking at an oral hearing if desired.</p> <p>There are three main types of questions in the form:</p> <ul style="list-style-type: none"> • High level questions - these help us understand the submitters' broad perspectives. For example, a submitter may support bike lanes generally, but not the proposed design. Or a submitter may think that spending on active modes and public transport is a low priority, and therefore will never support a proposed design. They can give this feedback right away. All questions are on a 5 point scale that give people a fair opportunity to present their views. • Proposal specific questions - Gathering perspectives of submitters on the design, and they have an opportunity comment. We also ask people to think about the proposal from a range of different 'users' perspective – this can help submitters broaden their feedback by considering how the changes might impact others, whether they are driving, using, owning a business or riding a bike. Again, all questions are on a 5 point scale that give people a fair opportunity to present their views. • Demographics - getting a better understanding of who is engaging and more importantly who might not be
Add traffic light or phase for cyclist on Mein Street	Design	<i>The solution at Mein street is terrible, cars and bikes have to switch lanes while they are going and visibility isn't great. Why not let bike go straight all the way to the traffic light, add a traffic light for bikers and make sure left-turning cars and bikes cannot go at the same time?</i>	Already being resolved	<p>Based on feedback from people who have experienced the changes through this section, the traffic resolution included an amended design at this intersection. The proposed design now extends the separated bike lane along the kerb all the way to the Mein Street intersection where the signal phasing will be adapted to ensure the safety of people on bikes. This altered design should be clearer for all users.</p> <p>While the finer details of the phasing is still being developed by the Traffic Signals team, designers, and experts from Waka Kotahi, we will ensure there is no conflicting movement between those in vehicles turning left into Mein Street and people on bikes continuing straight along Riddiford Street. We will make sure there is no significant delays to all road users at this intersection.</p>
Mein Street intersection changes will lead to more conflicts between people on bikes and people in cars.	Design	<i>The proposed changes however I think are very dangerous and very detrimental to cyclist safety. It puts cyclists going straight at the Mein St / Riddiford St junction into direct conflict 1) with motor vehicles turning left into Mein St (if this plan is put into action it will only be a matter of time before there is a collision at this junction) and 2) at the merge point after the junction with motor vehicles coming from behind (at a likely higher speed than cyclists) will not give way to cyclist merging into the main traffic in front of them (this is my experience for the other locations in Wellington where this type of cycle/motor-traffic merge point is used e.g. at the junction of Alexander Road and Constable St, coming from Kilbirnie, merging from the cycle lane into the main flow of traffic is very dangerous for cyclists for the same reason, slow cyclists are merging with fast motor traffic coming from behind them, the green merge indications being largely invisible to motor traffic)</i>	Future project	<p>The signal phasing will ensure that cycle and vehicle movements are separated to avoid conflicts. The Newtown to Island Bay project will look at this merge and how the bike lane can be continued further. The proposed design as part of this project provides sufficient length for people on bikes to merge after the Mein/Riddiford St intersection to improve the safety and efficiency of the intersection itself.</p>
South of Mein Street (outside Newtown School)	Design	<i>Merging of the cycle to move slightly northward compared to the proposal. In my opinion, this tweak should have no impact on safety when I ride and allows four of the six parking spaces to be retained.</i>		<p>The cycle taper (area where cyclists merge across) after the Mein Street intersection is required to be 37m to meet the Austroads/ Waka Kotahi guidance for taper lengths.</p> <p>A shorter taper length is considered to be inappropriate in this location because the signals would result in vehicles bunching together that would make it difficult for cyclists to find a gap to merge/ cross immediately after the intersection.</p>

Newtown to City Bike Bus Improvements - Specific Feedback Responses

Specific Feedback	Category	Example comment	Notes	Response
Reduce need for lane switching to enter Mein Street	Design	<i>2. The current arrangement seems to promote cars changing lanes several times. If you are travelling south from the city to Newtown you can currently use the left lane to turn from Adelaide Road into Riddiford Street. Then almost immediately, you have to move into the right lane to avoid the bus stops outside the hospital, then move left again across the bike lane to return to the left lane to turn onto Mein Street. You cannot easily check if the bike lane is safe to cross as you are in a flow of traffic going through the lights. This is very complicated, and for someone new to the area entirely incomprehensible as well as potentially dangerous</i>		The proposed designs will reduce the traffic lanes from Adelaide Road into Riddiford Street down to one so all traffic will be in the middle lane and not need to change lanes through this section.
Make lanes longer to enable safer lane switching when turning into John Street	Design	<i>The section of road close to Countdown does not allow cars to safely change lanes to turn into John street. There is not enough road length to change lanes, especially in peak hour traffic. This is dangerous for cyclists who need to watch for buses and cars who only have about 50m of road where the bus lane ends.</i>		<p>The reason for the bike lane merging into the bus lane is due to the narrow width of Riddiford Street between John Street and the Hospital Access Road which means that there is not space for a cycleway in both directions. All the traffic lanes are at the absolute minimum width. Merging the northbound bike lane is viewed as safer than merging the southbound bike lane because Riddiford Street has an unobstructed sightline, whilst Adelaide Road has a limited sightline due to the corner. The traffic speeds on the Adelaide Road approach are also faster than the Riddiford Street approach. We will be adding additional signage to make it clear where vehicles are able to enter the left hand lane to turn into John Street.</p> <p>As part of this project, we are looking to improve bus journeys to make it more efficient for buses to get around as per the Bus Priority Action Plan 2019. Therefore the proposal looks to implement full-time bus lanes on Riddiford Street and Adelaide Road. As part of this proposal, the vehicle lane is reduced and therefore vehicles may only drive 50meters within the bus lane to make turns such as the left turn into John Street.</p>
Merging point John Street intersection heading north	Design	<i>Cars merging from the general traffic lane into the bus lane essentially making it like 3 lanes merging at once.</i> <i>I would propose the following fixes.</i> <i>Finish the lane as per the plans by extending the protected cycle lane to the lights. Add a bike only green before general traffic to allow safer merging.</i> <i>Or add bollards between the car and bus lane to stop merging where the cycle lane merges with the bus lane.</i> <i>See adapted plans of suggestions. This is a significant safety concern so hopefully at the least the northbound lane can be completed asap with protection to the traffic lights as per the plan.</i>		The reason why a traffic light for bikes at the Riddiford Street/Hospital entrance was discounted is that protection can only be given if someone on a bike arrives at the intersection on a red light. If they arrive at a green light, then a merge would occur. If we try to hold people on bikes while the Riddiford Street traffic is running, it would result in illogical phasing and poor compliance. A right turn bay into the Hospital entrance off Riddiford St is required to protect people walking and cycling in the southbound direction. The road width constrains in this section prohibits the extension of the separated bike lane at this location. Bus lane compliance is expected to increase when enforcement begins and cameras are in place. For the merge between cyclists and buses we can amend the design to install a road marking buffer with cats eyes between the traffic lane and the bus lane to deter all three modes merging at the same point. We are also looking to add additional signage to advise drivers who are turning left up John Street when they are able to enter the left hand lane.
Left turn into John St from Riddiford Street for vehicles	Design	<i>The already completed section on Riddiford St is excellent, though I would like private cars to be excluded from the left turn lane approaching the intersection with John St</i>		Vehicles are required to use the left lane to turn left into John St to ensure there are not delays to all road users including buses and people on bikes. If vehicles were restricted to the right hand lane, then buses and people on bikes would need to be held back on a red light while vehicles in the right lane are able to travel through the intersection.

Newtown to City Bike Bus Improvements - Specific Feedback Responses

Specific Feedback	Category	Example comment	Notes	Response
Reinstate right turn lane on John Street intersection heading north	Design	<i>I strongly recommend reinstating the right turn from the left lane from Riddiford Street to Adelaide Road heading northbound and to keep the start of the bus/bike lane where it currently is now (around 50m north of the John Street intersection). My reasoning is that it will maximise intersection capacity here while not delaying any buses nor having any negative safety impacts for people on bikes. The removal of the ability for cars to use the left lane to turn into Adelaide Road has resulted in negative impacts on travel time on Taranaki Street for buses and cars.</i>		Allowing the right turn from the kerbside lane on Riddiford Street into Adelaide Road would reduce the safety and level of service for people on bikes, as they will be conflicting with a larger number of vehicles. Furthermore, the merge on Adelaide Road following John St intersection would delay buses travelling down Adelaide Road as they need to wait for cars to cross into the outer lane. We will be monitoring vehicle travel times before and after the street changes, if approved, to determine the impacts of the changes on all mode of transport.
Concern about too much shared space on John Street/Adelaide Road intersection	Design	<i>I would say that I think the Adelaide Rd / John St intersection is the weakest point, with too much shared space. As a cyclist here I have found myself tight between cars and the curb trying to reach the bike box, and this won't change northbound.</i>		The reason for the bike lane merging into the bus lane is due to the narrow width of Riddiford Street between John Street and the Hospital Access Road, which means that there is not space for a bike lane in both directions. All the traffic lanes are at the absolute minimum width. Merging the northbound bike lane is viewed as safer than merging the southbound bike lane because Riddiford Street has an unobstructed sightline, whilst Adelaide Road has a limited sightline due to the corner. The traffic speeds on the Adelaide Road approach are also faster than the Riddiford Street approach and bikes are travelling slower in the uphill direction.
Adelaide Road too narrow	Design	<i>this entire plan will cause more problems than it solves, Adelaide Road becomes a death zone with traffic forced closer together</i>		The proposed road widths on Adelaide Road are 3 meters - this is in line with Waka Kotahi best practice guidance, and will ensure adequate room for vehicles traveling along this route.
Median bike lane on Kent and Cambridge	Design	<i>The double lane on one side of the road (and in the middle) does not allow cyclists to turn into another side street, confuse the car drivers and create risk of bikes and scooters, as they will have to get into the road to get in and out the lane (potentially on the wrong direction). Please, do not implement this option, it is not going to be used and it will create more problems than solutions in the mobility.</i>	Monitor	Optioneering was done at the start of the project to determine the treatment options down Kent and Cambridge Terrace. Separated bike lanes down either side was ruled out due to the greater number of conflicting movements with side roads and buses that would need to be managed along this corridor. Parking assessment also highlighted a bi-directional bike lane would retain the most amount of parking along this corridor. There is gaps within the separation of the bi-directional facility to allow cyclists to enter and exit into the side streets. We will continue to monitor how this movement occurs and make adjustments if required.
Use Kent/Cambridge Terrace median strip	Design	<i>Use the center island for the bike land on Kent and Cambridge. The central island of 10 meters can easily contain the cycle lanes without impacting on the infrastructure of the area along with using this island for the cycle lane the U turn areas should be kept open as there are already minor pauses at the Pirie street interchange and at many points along the way. Keep the U turns open. Cyclists will already have to stop at the Pirie street intersection two more smaller stops wont make a difference to the flow of the cyclists but will make a huge difference to the businesses.</i>		This option was discussed early on in the project development but was discounted for several reasons: - The width of the footpath is around 1.5m - 1.8m, narrower at points due to various poles etc. To ensure people can safely get in and out of cars parked alongside there, and people on bikes don't get doored by passengers exiting onto the footpath, we would need to paint a 1m buffer. This leaves only 0.8m space for what would become a shared path between people on bikes, and people on the footpath including those accessing their vehicles. The minimum width for a shared path is 2.5m, for low volumes, but for the volumes we will be expecting down here, we'd need at least 3-3.5m. - The option also involves significant civil works as people would need to ride up and down the footpaths, where there are currently no curb ramps, across the intersections and u-turns. This was not considered in-scope for these 'transitional' project as we're looking to make changes we can tweak and adapt as needed. - Widening the median island to provide sufficient width for a shared path would require extensive re-kerb and channelling, and is not considered an 'interim' solution. It would also likely impact on the space available for parking along there and could not be constructed as part of a 'rapid roll-out'.

Newtown to City Bike Bus Improvements - Specific Feedback Responses

Specific Feedback	Category	Example comment	Notes	Response
Include changes to address route around Basin Reserve - for when it is closed	Design	<i>Basin reserve: This section of cycle route is tricky as it is sometimes closed and people biking or walking are forced to go around. Footpath around the Basin could be looked at/changed to accommodate this.</i>		The cycleway route travels through the Basin Reserve. When the Basin Reserve is closed for events, temporary traffic management plans will be in place to redirect people walking and on bikes around the Basin Reserve. The route for bikes will be towards the Mount Victoria Tunnel side of the Basin Reserve. There will be temporary orange signage to advise all users of the temporary shared path in place. The footpath is being resurfaced around the Basin Reserve in sections at the end of the year to ensure this is a safe and comfortable route.
No ramp onto Rugby Street bike lane	Design	<i>Rugby street: bike lane at the North end of Adelaide road goes up onto footpath, then guides riders off the curb(!) around the corner. Please address.</i>	Already being resolved. LGWM	The current proposal includes a ramp connecting the separated bike lane on Adelaide Road to the separated bike lane on Rugby Street. The ramps connect over a small section of shared path at the intersection. LGWM targeted improvement will look at this for improvements in the future, including making the section of bike lane on Rugby Street bi-directional.
Will not be enough room for taxis on Cambridge Terrace	Design	<i>There will not be enough space for Taxis if you remove the layover space on Cambridge Tce.</i>	Already being resolved.	The current proposal relocates the taxi stand spaces, by changing two metered parking spaces on Cambridge Terrace to a taxi stand outside the Cambridge Hotel, and then three spaces on Kent Terrace outside the Embassy Theatre. There are also additional taxi stand spaces on Courtenay Place recently installed. We have worked with taxi companies on these new proposed locations that are better suited for customer needs.
Ensure delivery vehicles don't use cycleways as loading zone (eg Countdown/Riddiford Street)	Design	<i>Be aware that Delivery trucks (countdown deliveries in this instance) still use the new (eg on riddiford st) cycleway as a loading zone. More needs to be done to ensure they can't do that.</i>	Monitor	We will monitor this and work with delivery companies where on-going issues are experienced.
Leave ability for cars to do u-turns on Cambridge/Kent Terrace	Design	<i>Can you please don't remove U-turn between Kant Terrace and Cambridge Terrace. The proposed closure of the two turnaround areas between Kent & Cambridge Terraces (opposite Barker St & Fifeshire Ave) is ill considered and impractical. These closures will force traffic flows into what are Wellington's already most heavily congested areas and increase delays in accessing the airport and hospital (among other key destinations). This could be resolved simply by adding Stop signs & road markings to the two turn around areas where cyclists cross them. This is normal current practice at intersections across NZ and will allow for the smooth flow of bicycles and allow vehicles to share the road and keep traffic flowing and local businesses accessible & operational.</i>		The u-turn creates an unacceptable safety risk if left opened, due to the bi-directional bike lanes alongside the central median on Cambridge Terrace. Vehicle drivers will be focusing on finding a gap in vehicles coming from their left and therefore may miss seeing people on bikes approaching from the right. We have undertaken thorough investigations into alternative options to allow it to remain open, however, the safety concerns remain and vehicles will be required to travel alternative routes. If significant network impacts are experienced, more permanent works may be feasible in the future, as part of LGWM, to allow for some turning movements to be re-instated but no significant congestion is expected.
Improve connection to waterfront	Design	<i>The plans envisage that cyclists will dismount in order to cross at two pedestrian crossings before entering the waterfront zone. The current plan would result in a messier and more complex intersection at Kent Tce and Oriental Parade. Already, traffic has difficulty merging efficiently at peak time through that intersection. More signage or traffic calming measures are required in order to ensure the safety of increased numbers of pedestrians in that area. Alternatives should be considered to provide cyclists a smoother transition to the waterfront. The waterfront itself is the only protected route to the other side of downtown so it is crucial that the project connects to it appropriately.</i>	LGWM	This intersection is likely to be upgraded as part of LGWM targeted improvements programme. LGWM will investigate widening the crossing to allow separated pedestrian and cycle crossings that improve access for those traveling to and from the Waterfront.

Newtown to City Bike Bus Improvements - Specific Feedback Responses

Specific Feedback	Category	Example comment	Notes	Response
Vehicles cutting through hospital carpark to get to Mein Street	Design	<i>I like how as a cyclist I am separated from the cars and buses. One problem is the hospital exit where cars push into the bike lane and wait for a break in the traffic. Cars are also taking a short cut through hospital to get on to Mein street. As a car driver I have reduced my use as the traffic backs up - am taking the bus more and love the bus lane. This will stop when they remove the half price fares. Can't wait for the whole bike lane to be completed.</i>		With the alteration of the Mein Street intersection, vehicles entering and exiting the hospital carpark will have a shorter distance to enter the traffic. This should reduce the need for vehicles to push into the bike lane to wait for a gap in the traffic. Vehicles traveling through the hospital to reach Mein Street is something the hospital will need to monitor, and we will work with them on any mitigation measures if required.
Make all bike lanes fully seperated/protected	Design	<i>Separated cycleways get more people cycling because of more protection from car and truck traffic, safer conditions.</i>		Separated bike lanes provide the greatest level of safety and comfort for people on bikes, and we aim to install seperated bike lanes wherever possible. The majority of the route between Newtown and the city will have seperated cycling facilities, apart from where there are road width constraints which result in insufficient space for seperated bike lanes in both directions. In these instances, priority is given to the up hill bike lane, as people on bikes will be travelling at a slower speed and separation is required for a greater level of safety.
Consider one-lane each way on Kent and Cambridge Terrace	Design	<i>- it would be better to take one lane from each side of Cambridge terrace for cycling in each direction rather than introducing the danger of head-on cyclist traffic. Cambridge terrace is extremely wide and 3/4 car lanes southbound is over the top and does not align with the council's mode-shift hierarchy.</i>		One-way bike lanes on each side of Cambridge Terrace or Cambridge and Kent Terrace would introduce conflicting movements between bikes and buses and require additional bike crossings at the Basin Reserve.
Loading zone needed outside BATS Theatre for large equipment	Design	<i>The movement of the loading zone from outside BATS will lead to injuries and accidents. There is already issues loading there as it is. Moving this will mean heavy set and technical equipment would need to be carried a longer distance. This is a poor idea.</i>		We have worked with staff at BATS Theatre to discuss the relocation of the loading zone. We recognise this will have implications for loading for the premises and have aimed to find the most suitable nearby location. The location on Roxburgh Street was chosen to ensure there is adequate shelter and wind protection around the building to the BATS Theatre entrance without the need to cross any roads.
Reduce amount of road space on Kent and Cambridge Terrace to allow easier crossing	Design	<i>The diagonal crossing at the Kent/Majoribanks intersection should minimize conflict between cyclists and road users where possible. There are currently three southbound lanes, so it would be a somewhat long distance to cross. If you're closing the central median turning bays, you can shorten the crossing distance by reducing the amount of road space. Also road users may queue across the intersection near the new Cambridge/Vivian crossing. So I'd recommend deterring this with traffic signalling/road markings, if it becomes an issue during implementation.</i>		The diagonal crossing at the Courtenay Place intersection will have cycle symbols to enable a cycle only phase so that people on bikes can cross this intersection without being subjected to any conflicting vehicle movements.
Additional length to loading zone on Cambridge Terrace	Design	<i>Cambridge tce is dominated by motor vehicle dealers and thinking that only one truck will be there at one time might be a problem. Especially when car parks are being removed from the middle of the road, which will give us nowhere else to park. Some transporters can take a long time to unload a full load and will it be a major problem when there is more than one transporter waiting and this could impact the safety on all road users not just the transporter operators. The discussions I had the other day were around the length of the loading zone, and what arrangements have been made for other sites. The maximum length of an HPMV unit + ramps is more like 28 metres, and this site only allows for one unit at a time.</i>	Amendment suggested	We have taken the feedback received on board and amended the designs to extend the loading zone to 30 metres, reducing the metered parking spaces down in this section. The current proposal does not look to create additional loading zones for car transporters.

Newtown to City Bike Bus Improvements - Specific Feedback Responses

Specific Feedback	Category	Example comment	Notes	Response
Right turn into Pirie Street	Design	<i>I have concerns about removing the righthand turn from Cambridge Terrace in to Pirie Street as there will only be one route to Mt Vic and the crossing at the Basin is difficult to get across into the lanes for the MT Vic tunnel.</i>		The right turn is proposed to be removed to allow the safe movement of the new pedestrian crossing between the median strip and the proposed bi-directional bike lane facility. If the right turn remained, additional signal phases would create significant delays to the network and State Highway 1. There is also insufficient room for the right hand turning bay at this location. Mount Victoria will be accessible from Elice Street, at the Basin Reserve, Elizabeth St and Majoribanks St. Removing the right hand turn into Pirie St is expected to have limited impact on the network.
Basin to Mount Victoria crossing	Design	<i>Can you improve the Basin crossing by creating a clearway area using yellow paint on the road.</i>		Yellow hatching is not recommended due to this additional paint creating a slip hazard especially for motorbikes travelling around the corner. The traffic signals across Kent Terrace will stop the traffic, creating a gap that vehicles exiting the Basin Reserve will be able to use to cross over into Mount Victoria. The parking lane is 2m wide and we need 3m for traffic lane, so there is not enough space to create fourth traffic lane.
Basin Reserve connection from Adelaide Road	Design	<i>The connection between the Basin Reserve and Adelaide Road for those on bikes should be clearly marked. Most cyclists access the centre island from the right-hand northbound lane of Adelaide Road. This is not currently marked as being available to cyclists. Cyclists should be able to travel on the footpath around the Basin Reserve when the Basin is closed for setting up and holding events.</i>		Sharrows on Adelaide Road general traffic lanes would not comply with Waka Kotahi best practice guide for sharrow markings because the traffic speeds and volumes are too high. The design acknowledges that confident cyclists will claim the lane and ride into the central island but this is not a movement that we want to be encouraging. There will still be a small median strip in this section to allow cyclists to traverse to the median island.
Cycle phasing at the Basin	Design	<i>In the approach to the Basin going north, I'm concerned that the plan is to force cyclists into the pavement and make them wait for two cycles of lights to be able to get to the basin. They are the ones unprotected from the weather and doing community good. Those in cars have a greater ability to wait and go slowly. A solution that allows cyclists to cross in one go, at every change of lights (ie more frequently than now) would be best. Also, without this, cyclists will want to merge with cars and move into the right hand lane to reach the island earlier. The current layout of bollards will make this less safe than it already is. Car drivers currently give little to road safety (in fact they are the cause of most road based harm), ensure all changes prioritise those in cars including ease of use and timeliness not just separation.</i>		There are two options for people on bikes heading north into the Basin Reserve from Adelaide Road. More confident cyclists are likely to exit the protected bike lane and merge right directly into the central island to cross into the Basin Reserve. An alternative has been provided for less confident people who prefer to pull off to the left and use the two signal crossings to get into the Basin Reserve. Signal phasing has been designed to provide a good level of service for pedestrians and people on bikes at this intersection.
Signal phasing at Kent Terrace	Design	<i>The pedestrian crossing on Kent Terrace near the basin is far too slow. Most pedestrians do not wait for the light, except at peak times, because it takes far too long. Then, you have to wait again to cross Cambridge Terrace, which, fortunately takes a much more reasonable amount of time. Please do something to speed up that crossing.</i>		We have investigate the signal phasing at this intersection and will make and monitor adjustments to allow for additional pedestrian time to cross Kent and Cambridge Terrace.
Wider bike lanes for overtaking	Design	<i>Please ensure the cycle lanes down Adelaide are wide enough for cyclists to over-take other cyclists. In the mornings down Adelaide you can have up to 10 cyclists taking off from the Countdown intersection at the same time. You want to leave enough space so they can pass or be passed. The Island Bay cycle way for example is not good at this and people can get caught behind other cyclists without having a safe way to pass.</i>		The traffic lanes and bus lanes along Adelaide Road are at the minimum acceptable width of 3 metres. There is insufficient road width to increase the width of the bike lanes any further along this section of the route. The bike lane separators have been designed with gaps in them so people can overtake other cyclists by exiting and re-entering the bike lanes when safe to do so. The minimum bike lane width at certain points along the route is 1.4metres, however there are sections where it widens to 1.8metres. The bike lane emerges 140m after the John Street intersection, which provides space for people on bikes to spread out before reaching the bike lane.

Newtown to City Bike Bus Improvements - Specific Feedback Responses

Specific Feedback	Category	Example comment	Notes	Response
Shared path concern	Design	<i>I am a regular walker in the area and am very concerned about the safety of pedestrians as cyclists hit the shared area with no controls or separation. There are many children, older people, market goers, skateboarders etc in that pedestrian area and they should be free from the danger of cyclists. As we all know cyclists put their heads down and barge onwards. It is unsafe now but with the additional traffic the proposals will bring I think the "Waitangi Park to the Railway Station" needs to be given equal consideration. Please dont expect that once you get them there all will be well. I would like to see additional controls for this like specific bike lanes painted on the pavement as well as education campaigns for cyclists and some enforceable rules about speed and curtesy.</i>		The waterfront has been approved as part of the Wellington Bike Network, and is currently the only safe route between Oriental Parade and the Wellington railway station. We will continue to work with our Waterfront team on ways in which we can reduce the speed of people on bikes throughout this section, and remind people on bikes that people walking have the priority.
Clearway along Adelaide Road	Design	<i>Along Adelaide Road the parks should be reinstated as very few buses and cyclists use the roads in either direction during the day. The 7am – 9am and 4pm to 6pm should be retained as it is more than adequate for the cyclist and buses.</i>		This project is focussed on improving safety for people on bikes by separating them from traffic. Retaining parking would create accessibility concerns, as people exiting parked cars would need to exit into the bike lane or car lane and there is insufficient space for a buffer. The full time bus lanes also align with our objective to improve the efficiency of bus journeys as outlined in the Bus Priority Action Plan 2019. This plan details the delays to buses along this corridor occur from 7am-6pm, not just during the peak hours.
Narrow section of bike lane on Cambridge Terrace	Design	<i>The Cambridge Terrace section of the cycleway at the Elizabeth Street intersection looks quite narrow for a two-way path and looks like it has been compromised to allow for a vehicle turning lane into Elizabeth Street. I will be interested to see what this is like when installed - it may need to be reworked if it proves unsafe in use.</i>	Monitor	The width of the bike lane is 3 metres in this section which is in line with national guidance for bi-directional cycleways. This reduced width is only for a small section and will still provide a safe and efficient route for cyclists. We will however monitor the discomfort this area causes for cyclists and propose alterations if required.
Concern with use of speedbumps outside driveways	Design	<i>Speed bumps outside property driveways are likely to make crossing bikes lanes more hazardous and negatively impact trade, particularly where customer's trailers are involved. Is there a better alternative such as bike lane road signage to warn both bikers and motorists?</i>		Use of speed humps reinforces the need for vehicles to stop and give way to cyclists and pedestrians who have legal priority at driveways. Furthermore the commercial nature of the properties along Adelaide Rd increases the risk as the driveways are higher volume and visitors are less familiar with the layout
Bus signals	Design	<i>Provide bus and bicycle pre signals at the Riddiford and Mein Street intersection on Riddiford Street in both directions. This will allow those on bikes to get a pre start in both directions ahead of cars. In the southbound direction, buses should be allowed to use the left turning lane as a queue jump. This will speed up bus trips in the afternoon peak on weekdays and during the busiest part of the day (11am – 2:30pm) on Saturdays.</i>		Regarding northbound direction, people on bikes use the advance stop box, which places them in front of vehicles. For the southbound direction, we will hold left turning vehicles at the light, while letting people on bikes go with through traffic. Cycle head start not needed as there will be a cycle receiving lane. A head start for bikes does not work if people on bikes arrive mid phase. For buses using the left turn lane to go straight, the geometry of the intersection would require a sharp turn so this is not recommended for safety reasons. Furthermore, buses that arrive at the phase change would be stuck in the left turn lane when through vehicles are going, which is also not safe.
Bus lane start on Riddiford Street	Design	<i>Move the start of the bus lane 20m north of where it is now. This will allow easier merging for cars merging into the right lane.</i>	Amendment	We have taken this on board and will amend the designs to relocate the start of the bus lane 50metres north to

Newtown to City Bike Bus Improvements - Specific Feedback Responses

Specific Feedback	Category	Example comment	Notes	Response
Right turn into Hospital road	Design	<i>I believe we must retain the right turn lane on Adelaide Road at the Hospital Road intersection. This is to avoid a right turning car from blocking traffic going straight ahead. Normally there are one or two cars that turn right into Hospital Road here every phase so removing the turn lane will cause traffic to further back up on Riddiford Street and Adelaide Road. This in turn will also cause even more cars to use Hansen Street then Wallace Street to avoid this queue.</i>		There is not enough space for a right turn lane at Hospital Road intersection. Signals will operate with presence sensor, which means that a vehicle sitting on the loop will stop vehicles in the opposing direction. We can investigate cutting back the kerbline to fit in a right turn pocket as part of the transformational programme work in future.
Median strip removal	Design	<i>The median should be retained so vehicles travelling through here in both directions are not held up by turning vehicles. It is also a safe informal pedestrian refuge for those who prefer to cross the road somewhere other than at the traffic lights.</i>	Monitor	The road width constraints result in the median strip needing to be removed in order to install separated bike lanes in both direction alongside bus lanes and then traffic lanes. We will continue to monitor the situation and may look to include yellow lines along this corridor to ban the right turn movement in future if required.
Cargo bikes	Design	<i>Project team need to recognise that cargo bikes are becoming more popular, and are often wider than standard bikes, meaning widths of bike lanes need to be consistent along the full length of the path.</i>		Cargo bikes measure approximately 1 metre in width. The proposed bike lanes aim to be 2 metres in width where the road corridor allows with short reduced sections of 1.4metres, therefore cargo bikes should be able to sufficiently travel through the proposed bike lanes.
Mein Street narrow	Design	<i>If you're encouraging cyclists to go via Mein street that road needs to be clear all the way to Daniel Street to ensure their safety. It's a terrible road to cycle and I avoid it and take Wilson Street frequently. I understand the use of speed bumps but it makes hills even harder for cyclists.</i>		Mein St is not part of the primary or secondary bike network so was considered out of scope for this section of route. The parking is highly utilised in this location for pick up and drop off for Newtown School alongside visitor parking for the Hospital. Due to the removal of parking along Riddiford Street this parking is proposed to remain at this stage to mitigate the impacts. The queue backs up on Mein Street for some distance therefore a significant number of parks would need to be removed in order to allow cyclist to overtake the vehicles in order to reach the advance stop box. The parking in this area will however be investigated as part of the Newtown Parking management plan and we will continue to monitor to the feedback and propose additional changes if and when required.
Advance Stop Box location	Design	<i>At the north bound lane at John st intersection/Adelaide junction I think the advance stop box needs to move up to a flatter spot or the pedestrian crossing move back. many cyclists are slow on starting and feel danger from vehicles behind them.</i>		The advance stop box is in line with the traffic signals which is in line with national guidance to ensure people on bikes can see the signal displays when waiting to go through the intersection.
Entering into Courtenay Place	Design	<i>3. There needs to be an option for riders who wish to transfer from the Cambridge Terrace down to Courtenay place. This is likely about half or more of the traffic coming along here will want to head down to Courtenay place and along to the CBD. The diagrams seem to have this traffic first merging across to Kent Terrace, then waiting for lights, then doing a hook turn down to Courtenay? I do not think that this will seem logical to riders travelling that way, instead of following the normal traffic flow around the free turn that cars turn left on. I suggest that the barriers should allow this option - to flow back into the traffic lanes and go left. Perhaps even a waiting area for those wanting to merge this way could be created a bit further back? Cambridge Terrace traffic stops and starts a lot with lights, so there is often large gaps that riders could do this. It seems much more likely people will go for the free left turn than a convoluted light-delayed hook left.</i>	LGWM	There will be a cycle only phase through the Courtenay Place intersection which allows people on bikes to travel from the bi-directional facility into Courtenay Place. The LGWM Golden Mile project will ensure better connectivity to Courtenay Place in the future.
Intersection cycle protection	Design	<i>Protecting bike lanes through intersections needs to be included and designed well for the protection of all road users.</i>		Each complex intersection has undergone a safety-in-design workshop to ensure the safety of all road users and minimise conflict.

Newtown to City Bike Bus Improvements - Specific Feedback Responses

Specific Feedback	Category	Example comment	Notes	Response
Surrounding impacts	Design	<i>Hania Street will become a key route for traffic trying to head North from anywhere on Kent Terrace South of Elizabeth St. May need to allow for that.</i>	Monitor	We will monitor the impact the changes have on the wider network
Emergency parking retained	Design	<i>Also, on the other side, in front of the Pharmacy, i udnerstand you need dedicated park space there, but...does it have to be on Adelaide Road? There is a side street where a dedicated car park can be created, no need to be right on Adelaide Road, this is the primary road. Then you can keep a dedicated bus and bike lane.</i>	LGWM	We have worked with the After Hours Accident and Emergency Centre regarding their need for the parking outside the premises to be retained. This parking is indented and people on bikes travelling along the route are given exclusive use of the lane, following the pedestrian and cycle crossing signals on the south side of the Basin Reserve. LGWM will investigate if any permanent changes can be made through here in the future.
Buckle Street and turn arounds	Design	<i>From the plans - it is unclear if there are changes to Buckle Street. Continued access via Buckle St is important for those coming from the South to get to the Basin schools. When Buckle St is closed for events at the Basin, you need to retain the turn-around between Cambridge and Kent Terraces.</i>		Buckle Street will remain open and there will be no changes to this section. When Buckle Street is closed for events, vehicles will need to travel around via the Elizabeth Street intersection.
Connection to schools	Design	<i>The cycle way passes close by to 3 colleges and 3 schools and the plan needs to incorporate facilitating cycle paths to the colleges to support a greater take up amongst youth. This plan should factor in cyclepaths that can connect to the colleges. I am concerned that cycling to colleges has not been factored into this plan when clearly the cycleway passes close by.</i>		We have worked with the schools along the route to address any concerns they may have. Our behaviour change team will also continue to work with them to encourage mode shift.
Short stay parking added for Newtown School drop off zone	Design	<i>we ask that additional short stay zones are set up for school drop offtime outside the school on both Riddiford St and Mein St to mitigate this loss. We propose 3on Riddiford St immediately south of the last parks and 5 on Mein St between the existingshort stay zone and Minerva St. Council Officers have visited the school and we have shownthem these sites. The enrolment zone for Ngāti Kotahitanga - the school's Māori medium class is muchwider. The school is lucky to have whānau travelling from far and wide to Newtown.The school wants to encourage Māori medium education and support those whochoose to learn with us. ●By removing parks previously used by the school community the WCC has a duty tofind appropriate mitigations.</i>	Amendment suggested	We have taken this feedback on board and added a recommendation to add 3 additional pick up and drop off spaces on Mein Street alongside 3 pick up and drop off on Riddiford Street to mitigate the impacts of this proposal.
Safety concerns outside Ronald McDonald	Design	<i>Families and staff not able to get out of Ronald McDonald house driveway and merging with buses, cyclists and e-scooters is stressful.</i>		There are speed bumps at the driveway of Ronald Mcdonald house to ensure vehicles entering and exiting this driveway do so slowly. The bus lane ends 50metres north of the driveway therefore vehicles traveling north are able to enter directly into the bus lane without needing to merge with traffic. The removal of parking also allows for greater visability when exiting the driveway.
Longer route to destination	Design	<i>The two-lane cycleway along Cambridge Terrace looks excellent, but I don't think there will be many cycling commuters who opt to follow the cycleway onto Kent Terrace as it forces them to take a longer route to the waterfront. I imagine almost all daily commuters will continue on Cambridge Terrace and merge with traffic outside the New World, which is very dangerous.</i>	Monitor	We investigated a range of options to connect the proposed cycleway to the Waterfront including the most direct route down Chaffers Street. This option was discounted after significant investigation due to the difficulty of managing the conflict with the vehicles turning onto Wakefeild Street from Oriental Parade without the use of significant civil works. While more confident cyclists may choose to continue along Cambridge Terrace to connect to the waterfront, this project aims to provide a connected route that will encourage less confident riders so continued separation via Kent Terrace was preferred. We will monitor the use of the bi-directional facility connecting to the Waterfront if installed and may consider alternative designs as part of future permanent works in this area.

Newtown to City Bike Bus Improvements - Specific Feedback Responses

Specific Feedback	Category	Example comment	Notes	Response
Adelaide Road bike lanes ending	Design	<i>Adelaide Road - I would prefer continuous protected bike lanes. I'm alarmed these disappear at the north end of Adelaide Road.</i>		The southbound bike lane begins on Adelaide Road after the Girtton Terrace intersection due to the need to retain the parking outside the After Hours Accident and Emergency Center. Cyclists are required to use the bus lane for this short section, but are generally travelling in it exclusively following the pedestrian and cycle traffic signals that cross people out of the Basin Reserve. This area will be further investigated as part of LGWM. In the north bound direction, cyclists are required to make a hook turn here to cross into the median island and there is insufficient space for a separated bike lane all the way to the intersection within the existing road corridor.
Make sure dividers are solid material	Implementation	<i>... I strongly urge the council to use substantial concrete dividers or similar rather than proposed low, intermittent (?plastic) cycle dividers shown in the indicative images. Concrete dividers provide a similar level of separation and protection to footpath kerbs & drivers are used to driving safely around them. In contrast, plastic dividers don't convey the same degree of separation (both safety for people on bikes & a clear message that you can't cross them for drivers of vehicles)</i>	LGWM	The transitional programme does not involve making permanent changes to the road corridor. Adaptable materials are used so people can experience the route, make suggestions, and help to refine the designs once they are installed. Making changes in this way will help to get the bike network in place as quickly as possible, so more people can benefit sooner. More permanent separators will be investigated as part of permanent works in the future.
Include ramps over kerbs for larger bikes	Implementation	<i>One more suggestion, I'm saving up to buy a cargo bike as it's getting too expensive to drive, and they seem like a very legitimate car replacement. Able to haul kids/groceries/bags of potting mix ect. I'm really looking forward to it, but I have heard that they can be very difficult to get up over curbs and would appreciate ramps or something similar for any transactions from road to cycle way. Many thanks.</i>	Monitor	There are many points along the route with ramps that may be used to get onto the footpath to make a stop, including at driveway crossings and pedestrian crossing points. If there is a key destination that requires additional ramps for those leaving the bike lane to stop, we can investigate this.
Ensure the Adelaide Road barriers don't prevent people on bikes turning off, accessing other traffic lanes or passing other people on bikes	Implementation	<i>On the new section of route on Adelaide Rd I am concerned that the many barriers will 1) hem in cyclists, preventing them from easily accessing the centre of the road when they want to turn right into the many side-streets and business forecourts, instead forcing them to make a 90 degree turn and a mad dash across 5 lanes of traffic right at the side street/business entrance and 2) prevent faster cyclists on e-bikes from accessing the bus lane to pass slower cyclists. On Cambridge Terrace, there does not appear to be any provision for cyclists to turn into the many side streets e.g. Baker St, College St. Again the main barriers are hemming in the cyclists into the cycle lane preventing easy and safe travel into the side streets.</i>		The physical separation system has been purposely designed with 4 metre gaps to increase permeability and allow people on bikes to enter and exist the facility. There is also no separation at intersections so that people on bikes may exit and make turns with the traffic in these locations.
Make sure entries/exits to Basin Reserve avoid accidents and bottle necks with increased traffic	Implementation	<i>I see there are no proposed changes to the route through basin reserve. If, as expected, bike traffic will increase as a result of the bike lanes on Kent/Cambridge and Adelaide rd, the basin reserve entrance/exits will be bottlenecks. Especially the Adelaide Rd side has 3 narrow entries next to each other, 1 is currently allocated for bikes in both directions, resulting in crashes if bikes go through at the same time. Easy to indicate the left sides one for each direction to avoid this. Also would be good to indicate the direction to go around the inside (for instance clock-wise, as you would for a roundabout) to avoid opposing traffic in the narrow path.</i>	Monitor	The Basin Reserve entrance and exit at Adelaide Road are heritage gates therefore unable to be altered or widened. The narrow section also acts as traffic calming that supports slower speeds through this shared area. If issues with the use of the Basin Reserve arise, we will work with the Basin Reserve Trust to investigate potential solutions.

Newtown to City Bike Bus Improvements - Specific Feedback Responses

Specific Feedback	Category	Example comment	Notes	Response
Paint centre line on bi-directional bike lanes	Implementation	<i>Can we have center lines painted on the bi-directional bike lanes? (On the proposed section basin reserve - waterfront, but also on existing lanes for instance the section on Hutt road)It helps people staying in their section better and so will avoid crashes.</i>		We have centre lines proposed for the bi-directional cycleway along Cambridge Terrace.
Make sure all old roadmarkings are removed effectively	Implementation	<i>One bit of feedback from the section already completed: You need to do a better job at removing the old lane marking and catseyes. When it is dark/wet it is quite hard to see which set of markings are currently in use!</i>	Action	We will look to further black out the old road markings or waterblast them off to reduce confusion. We are also looking to align the work down Adelaide Road with our resealing programme to ensure a cleaner finish.
Keep all clear of debris and rubbish	Implementation	<i>Very in support of the bike lanes being installed, just asking for them to be swept every now and then to rid of debris and litter. Thank you</i>	Monitor	The cleaning programme will have the bike lanes cleaned every two weeks initially. This will then be monitored to determine if more or less frequent cleaning needs to occur.
Make bike lanes solid paint	Implementation	<i>I find the striped paint method of marking bike lanes in Wellington a bit messy and confusing. I think solid colour would be better</i>		Green bike lane road marking is only used when required to illustrate areas of conflict across driveways or at intersections in line with national guidance and best practice. Green paint is expensive to install and hard to maintain therefore reduced to the areas required.
Parking in bike lanes	Implementation	<i>The temporary barriers are dangerous in allowing cars and trucks to park temporarily in the cycleways. It's dangerous to enter the lanes to get around parked traffic, so please make sure the permanent barriers discourage vehicles from parking in the cyclelanes.</i>		Parking in bike lanes is illegal and people will risk being ticketed and towed if they do so. There is sufficient road markings and signage to advise drivers that it is a bike lane and enforcement will continue to deter people from parking in them.
Bike sensors	Implementation	<i>great stuff, glad to see the crossing for bikes being changed, i just hope there are sensors in the ground to detect upcoming bikes to minimise waiting time for bikes at crossings!</i>		There will either be loops or radar for all cycle approaches to signalised intersections as there would be for vehicle approaches ensuring cyclists are detected and the traffic signal phasing allows the movement.
Sump grates	Implementation	<i>Do not include drain grates etc. in the lane width • Ensure manholes are flush in cycle lanes</i>		A separate programme of works is underway to ensure all the sump grates along the route are cycle friendly.
Hospital staff parks	Implementation	<i>I would like to see WCC encourage the hospital to give serious attention to sustainable transport for its staff to free up parking within the hospital precinct for visitors - and to reduce the 'clutter' of private cars parked all over the back streets of Newtown: how about a scheme where staff cars with four passengers or more can park free at the hospital? That would help enormously.</i>		The hospital have a Travel Action Plan which overall aims to reduce the number of staff who drive to work alone. The TAP is made up of investments and initiatives from both Te Whatu Ora – Health New Zealand, Capital, Coast and Hutt Valley and Greater Wellington Regional Council that seek to make it easier and more attractive for staff to use Public or Active Transport or Car pool.
Planting as separation	Implementation	<i>The active transport lanes on Adelaide Road seem like a good move, but could be improved by separating them from vehicle lanes with a narrow plant/grass corridor to really differentiate them from vehicle lanes (and help fauna). It's really unpleasant to cycle closely to vehicles due to the risk to safety, and noise and air pollution. The removal of car parks from John Street and possibly narrowing the footpath would allow for space to do something like this. In saying that, concrete barriers as wide as those on The Parade in Island Bay shouldn't be used, as it's a waste of space and eats into the active lanes themselves.</i>		The road width constraints do not allow us to use planting as a means of separation. We will use plastic separators and hit sticks along the route.
Planting	Implementation	<i>More consideration should be given to the planting of trees along the route to improve pedestrian and cyclist environment and reduce heat island effect</i>		We will be adding some placemaking areas with additional planting and seating along the route. The nature of the transitional project however means we will not be planting trees in the ground as part of this project.
Road works signs	Implementation	<i>Other: Please stop putting signs for road works on footpaths and cycleways. Put them in the road :)</i>		We will ensure the TMP signage and works do not impact the safety of all road and footpath users.

Newtown to City Bike Bus Improvements - Specific Feedback Responses

Specific Feedback	Category	Example comment	Notes	Response
Comms	Implementation	<i>also wish to see a clear and safe implementation with clear communications to cover the construction period so it is clear an obvious how cyclists should travel through the cycleway rather than becoming confused and uncertain as to how to get from a to b during the build phase.</i>		Temporary traffic management will be set up around the site to ensure the safe movement of everyone through the area. This will include a 30km/hr speed reduction. VMS boards and signage will also be used to communicate when installation is in progress.
Education of drivers	Implementation	<i>Consider publishing dashcam footage of correct navigation on the route, highlighting important changes such as bus lane operating hours, advance cycle lights etc. Publish this in social media to avoid misinformation spreading</i>		We will work with our behaviour change team and communications team to ensure there is access to resources to help people learn how to use the new route that can be used across a variety of channels.
Enforce bike lanes as you make them available	Implementation	<i>People on bikes get frustrated when parked vehicles block almost-complete lanes because parking enforcement only begins after the finishing touches are in place. Drivers can get confused and frustrated when they see people not using what appears to be a completed bike lane. Temporary roadworks parking restrictions can supplement cycle-lane parking restrictions if necessary, to avoid a confusing transition period where parking is allowed in the forthcoming bike lane.</i>		We appreciate there has been frustration during the construction period, especially as the cycle lane appears to be nearly complete, and cars park in the lane. We are investigating ways of reducing the ability for cars to access cycle lanes, and educating the public about future enforcement, however, we expect there will always be some teething issues as people adjust to a new road layout.
Remove short term car parking on John Street	Parking	<i>Would love short term carparking on John St pre bus stop by the supermarket to be removed. Dangerously conflict o parking manoeuvres with bus and traffic movement</i>	Already resolved	The current proposal includes an extension of the seperated cycleway through this section.
More/cheaper parking provision needed for hospital	Parking	<i>The cycle lanes between Mein St and John St. Make it impossible to find street parking for blood testing services at SCL Labs on Ridjford St and in hospital foyer forcing ratepayers to pay exorbitant fees in hospital parking IF you can find a park. The provision of free short term on street parking is essential to the viability of these services</i>		The current proposal has additional P30 parks on Hall Street to ensure greater availability of parking for those wanting to access the SCL clinic.
Oxford terrace street widening	Parking	<i>Oxford St and Oxford terrace is going through major changes which include the reconstruction of the building that now contains Stacks furniture, They have now changed the exit of their car park which is now no longer off Adelaide RD and goes only out to Oxford St, The corner of Oxford st onto Adelaide rd is quite narrow and now has increased traffic coming and going because ,of he New City Mission build on Oxford Terrace, (this has taken all the car parking away from Oxford terrace, which means there is no parking for anybody visiting , TAG signs, RJC Building , Scripture Union, TSCF, Photohire Ltd, David Hamilton Photography, plus Truck deliveries for Repco, Stacks TAG, and the other business listed mean that Oxford Terrace becomes blocked several times each day. I propose two things. One : Yellow lines around the end of Oxford terrace so it becomes a loading Zone only which would discourage people blocking up the turnaround area, this making easier for others to get in and out. Especially Stacks</i>		Widening the intersection is out of scope of this project, we will however investigate the turn around area at the end of Oxford Terrace.
More loading zones needed	Parking	<i>Everything being done is making it near impossible for service drivers/delivery drivers to do our jobs. Loading zones/general parking is scarce as it is. We have parking wardens chasing us, the minuscule amount of loading zones being taken by general public. You are making an already difficult job unnecessarily hard. PUT MORE LOADING ZONES IN.</i>		We have proposed loading zones within the Hospital carpark entrance, Riddiford Street between 7pm and 7am, Broomhedge Street 8am-3pm, Cambridge Terrace outside bus layover hours 7am-9am, 3pm-7pm Monday – Friday and then on Roxburgh Street at all times.

Newtown to City Bike Bus Improvements - Specific Feedback Responses

Specific Feedback	Category	Example comment	Notes	Response
Reintroduce temporary carpark - Riddiford Street outside Ronald McDonald house	Parking	<i>Please re-introduce temporary car park outside Ronald McDonald house. There is nowhere safe to embark or disembark for hotel guests at 22 Riddiford st.</i>		We will work with the hotel to discuss options of pick up and drop off around the premises.
More Rintoul Street carparks for residents	Parking	<i>We live on Rintoul Street and I'd like to see the introduction of residents parking on Rintoul street in order to ensure that those on and around Rintoul Street who have cars can safely park them near their homes. I feel as though it is important I can park near my home as I can find carrying shopping long ways difficult, and I feel unsafe at night if I have to walk a long way from my car to my house. I know that getting rid of parking in other parts of Newtown will have a flow on effect to busy streets near the shops. However roads like Daniell st, Wilson rd, Adelaide rd, Hanson st all have residents parking but Rintoul doesn't. It is important to me that if this project goes ahead this is addressed.</i>		This area is out of scope of this project. The Newtown Parking Magement plan is being developed which will investigate residents parking around the area.
Move After Hours Medical Centre parking down side streets to avoid conflict with people on bikes	Parking	<i>the parking outside the after hours should be moved to side streets so that the bike lane can start earlier and there is no conflict between cyclists and car doors.</i>		The after hours parking is necessary for the patients at the medical centre. There is insufficient space on the side streets to accomodate for these people. People on bikes generally have exclusive use of the bus lane here, given the traffic signals that cross pedestrians and cyclists out of the Basin Reserve provide them advanced movement through this section.
Retain parking for Community Corrections at 42 Adelaide Road	Parking	<i>Community Corrections is situated at 42 Adelaide Road. We work with members of the community who need support and who already struggle to access us and engage with us. Removal of parking will make this barrier even larger. The flow on impacts of this are significant to community safety. Our clients need to be able to access us.</i>		We will continue to work with you to determine the needs of your organisation and investigate alternative parking arrangements in the vicinity.
Loading Zone John Street intersection	Parking	<i>Not enough options have been considered for the areas such as the shops at the John Street intersection this small area would be better served with a slow zone with NO removal of car parks or loading zone</i>		A thorough investigation has been done into the loading zone options around the John Street intersection. We have determined a suitable loading zone location at the Hospital carpark entrance, alongside a 7pm to 7am loading zone directly outside the businesses at 17 Riddiford Street. This loading zone will have appropriate signage and road marking to determine its use.
Parking Fees	Parking	<i>More of the on street car parks that remain on adjacent roads need to have parking fees and to be priced sufficiently high to ensure parking is available for trips that are not practicable by cycle or public transport.</i>		Council is currently investigating a new approach to setting parking fees which will guide how prices are changed and reviewed. This includes prices for short stay parking and the fees associated with coupon parking and parking permits. Council is looking to introduce a form of demand-based pricing within the 2023-24 financial year, following the adoption of new technology, to support the Council's parking policy and the implementation of LGWM and other city initiatives. Prices for on-street short stay parking will be set with the goal of maintaining an average 85% occupancy level. This occupancy rate ensures that parking resources are well-used, and people can find a park in reasonable proximity to their destination.
Newtown School pick up and drop off	Parking	<i>I strongly suggest the following: urgent review of drop-off/pick-up arrangements for children at the school in Mein St. It is very difficult (and dangerous) currently, with a tiny yellow lined area outside the school gate where only one car can fit. The drop off area and timeframe should be extended and properly designed to ensure children are safe (my son was almost hit by traffic the other day).</i>	Suggested Amendment	We are proposing an amendment to include 3 additional P10 pick up and drop off spaces on Mein street and an additional 3 P10 pick up and drop off on Riddiford Street to ensure sufficient pick up and drop off spaces for Newtown School.

Newtown to City Bike Bus Improvements - Specific Feedback Responses

Specific Feedback	Category	Example comment	Notes	Response
Parking along Kent and Cambridge Terrace	Parking	<i>Parking along Kent Terrace is vital for my mental health as I do fitness at a local gym on college st</i>		The Parking Management Plan indicated the proposed changes will have a low impact on short-stay parking from Courtenay Place to Vivian Street and no impact on short-stay parking from Vivian Street to the Basin Reserve. Parking sensor data suggests there will be sufficient parking spaces to meet the demand along this section of the route.
Parking on Mein Street	Parking	<i>Like adjustments to Mein St intersection. I would like to see Mein St either one way, or with parking only on one side? Perhaps, all non-resident parking should be 120mins in inner-city suburbs to assist turnover. Commuters should be encouraged to not drive.</i>		The parking is highly utilised in this location for pick up and drop off for Newtown School alongside visitor parking for the Hospital. Due to the removal of parking along Riddiford Street this parking is proposed to remain at this stage to mitigate the impacts. The queue backs up on Mein Street for some distance therefore a significant number of parks would need to be removed in order to allow cyclist to overtake the vehicles in order to reach the advance stop box. The parking in this area will however be investigated as part of the Newtown Parking management plan and we will continue to monitor to the feedback and propose additional changes if and when required.
Kent Terrace parking times	Parking	<i>Reduction of car parking time in the few remaining car parks on Kent/Cambridge. to reduce both the number of car parks and the parking limits to P60 and less takes a harsh change on struggling post covid local businesses and makes it harder. These changes would mean that the car parks are short term instead of the medium time of P120 or longer time of P180</i>	Monitor	We will monitor the use of parking in this area and alter changes in the future if required.
New parking buildings to compensate	Parking	<i>Council should erect and subsidise parking building/s so the the majority of us can support local businesses and get to hospital appointments. This should also cover too, the great number of those who work at the hospital, rather than clogging up much of the residential parking places.</i>		The hospital currently have 1500 parks onsite, additional parking buildings are out of scope of this project.
Time restricted parking on hospital side of Mein St	Parking	<i>While we should be encouraging those with appointments and those visiting the hospital to travel using public transport, this isn't always a viable option. If there is pressure on the public parks on the hospital grounds, I would support extending the time-limited parks on the hospital side of Mein Street all the way up to the top of the Mein Street hill.</i>		The Newtown Parking Management Plan, currently under development, will investigate the use of the whole area to determine the ideal allocation of parking spaces.
External people using Ronald McDonald car park	Parking	<i>Taxis and nearby motel/hotel guests/visitors/business customers parking in the Ronald McDonald house car parks and couriers coming in and out as there is nowhere on the street to stop</i>	Monitor	We will continue to work with Ronald McDonald house and the nearby hotel on their concerns.
Loading Zone for Gazley motors	Parking	<i>I would appreciate if WCC could do away with the special deal for Gazley motors to unload cars in the middle of kent/Cambridge. Given their lack of concern for other road users I don't see why we should give them preference use of the road. They can make space for an unloading bay on their property if it's essential.</i>	Already resolved	The current proposal has a dedicated 30metres loading zone for the use of car transporters delivering vehicles in the vicinity. This loading zone is 2.5 metres wide which will ensure they are able to safely park outside of the road corridor.
Ensure there is sufficient road signage	Signage	<i>Road signage that help people with new situations could help with a smooth transition, e.g. less parked cars on bike lane.</i>	Action	We will be installing electronic VMS boards throughout the installation phase to ensure that all road users are aware of the changes to the road layout.
Ensure clear signage at Kent Terrace and Oriental Parade intersection	Signage	<i>The current plan would result in a messier and more complex intersection at Kent Tce and Oriental Parade. Already, traffic has difficulty merging efficiently at peak time through that intersection. More signage or traffic calming measures are required in order to ensure the safety of increased numbers of pedestrians in that area.</i>		This proposal will look to implement shared path signage around this location to advise cyclists that pedestrians have priority. Closing the slip lane to through traffic is likely to make the intersection calmer and easier to navigate for people on foot and bike.

Newtown to City Bike Bus Improvements - Specific Feedback Responses

Specific Feedback	Category	Example comment	Notes	Response
More indication needed for people using public transport on where to stand at bus platforms	Signage	<i>Only that I wonder if there is a better way to do the bus platforms, sometimes pedestrians stand on the cycle lane while waiting for the bus. Maybe signaling which bit is the bike lane more clearly?</i>		We will do more educational work around the use of the bus platform and have people onsite to advise users in the coming weeks.
Add motorcyclists	Signage	<i>Signage approaching Riddiford St/Adelaide Road/John St intersection from south-east refers to buses and cyclists being able to turn right from left-hand lane. Sign should refer to all bus lane users, eg including motorcyclists.</i>		The Road user rule definition of Bus Lane allows motorcycles to use a bus lane unless there is a specific sign or marking excluding them. Therefore motorcycles are able to use this lane and a sign to indicate this is not required.
Invest in wayfinding and branding to change culture and attract new users	Signage	<i>I suggest giving the new "line" a name so that the community adopt it and see it as transport infrastructure and part of a future connected network.</i>		We are developing a design guide which includes investigating our approach to wayfinding throughout the city. Sites of cultural significance are being identified by our mana whenua partners and we will be highlighting these along the route.

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Reference	TR173-22 Newtown to Wellington City – Proposed interim cycle and bus lanes and parking changes
Why we are proposing the change	<ul style="list-style-type: none"> Wellington City Council are proposing interim improvements so it's safer, easier, and quicker for people to bus, bike, or scoot from Newtown to the city. In March 2022, Council approved all the primary and secondary routes for the Wellington Bike Network Plan, Paneke Pōneke. The Newtown to city route was identified as a primary route in this network and was identified for early delivery. This is a key public transport route for the city, connecting Newtown to the city and beyond to the southern and eastern suburbs. This route is also one of the two priority urban growth areas for the city and can support significant new housing development. It has also been identified as the Mass Rapid Transport (MRT) route for Let's Get Wellington Moving.
What we'd like to do	<p>a) Resolve the Riddiford Street and surrounding side streets section installed March 2022.</p> <ul style="list-style-type: none"> Resolve the separated bike lane installed on Riddiford Street. Extending on the west side of Riddiford Street, between Mein Street and the John Street / Adelaide Road intersection and on the east side of Riddiford Street from Mein Street to the Hospital Carpark entrance. Removing 37 P60 parking spaces, three P10 parking spaces and three taxi stand parking spaces. Resolve the 24/7 north bound bus lane installed on the western side of Riddiford Street between Mein Street and the John Street / Adelaide Road intersection. Resolve the ability for Buses and Cyclist only to continue straight from the left-hand lane from Riddiford Street to Adelaide Road. Resolve the alteration of 11 unrestricted parking spaces on the north side of Mein Street to P120 time restricted parking spaces. Resolve the alteration of six P60 parking spaces on the south side of Mein Street to P120 time restricted parking spaces. Resolve the alteration of five pickup and drop off 8:30am-9am and 2:45pm - 3:15pm Monday – Friday during school terms only, P60 at all other times parking spaces on the south side of Mein Street to P10 pick up and drop off 8:30am-9am and 2:45pm -3:15pm Monday – Friday during school terms only, P120 at all other times. Resolve the alteration of two P5 spaces on the south side of Hall Street to P10 time restricted parking spaces. <p>b) Adapt the current layout on Riddiford Street and surrounding streets based on feedback received to date.</p> <ul style="list-style-type: none"> Install three P30 parking spaces on the north side of Hall Street near the Riddiford Street intersection. Remove six P60 parking spaces on Riddiford Street outside Newtown School to cater for the proposed changes to the intersection of Riddiford Street at Mein Street and allow for a safe merge between cyclist and vehicles at the end of the separated cycle facility.

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c) Change Adelaide Road and surrounding side streets from John/ Riddiford Street intersection to the Basin Reserve at Rugby Street.

- Install a separated bike lane on the east side of Riddiford connecting to the existing section, extending it from the Hospital carpark entrance to the John Street/ Adelaide Road intersection. Removing six P15 Monday – Sunday 8am – 5pm, P30 at all other time parks and one P10 loading zone park.
- Install a P10 loading Zone, overnight 7pm-7am only park on the east side of Riddiford Street near the John/ Adelaide Road intersection.
- Install a separated bike lane on both sides of Adelaide Road. Extending on the west side of Adelaide Road, from Hospital Road to the Basin Reserve at Rugby Street and on the east side of Adelaide Road from the John Street/ Adelaide Road intersection to the Girton Terrace intersection.
- Resolve a 33-meter section of shared path on the western side of Adelaide Road at the Rugby Street intersection to connect people on bikes to the toucan crossing to access the Basin Reserve or to connect to the separated cycle facility up Rugby Street to Tasman Street.
- Removing from the west side of Adelaide Road, 23 Coupon parking spaces 9am-6pm Monday – Friday, 13 P60 parking spaces and three P30 parking spaces.
- Removing from the east side of Adelaide Road 27 Coupon parking spaces 8am-4pm Monday – Friday and two P30 Loading zone spaces.
- Alter two coupon parking spaces on the north side of Drummond Street near the Adelaide Road intersection to two P10 parking spaces.
- Alter two unrestricted parking spaces on the north side of Broomhedge Street near the Adelaide Road intersection to two P120 parking spaces.
- Alter two coupon parking spaces on Douglas Street near the Adelaide Road intersection to two P120 parking spaces.
- Install 24/7 bus lanes on both sides of Adelaide Road. Extending on the west side of Adelaide Road from the Riddiford Street / John Street intersection to the Basin Reserve at Rugby Street and on the east side of the road from Hospital Road to the Basin Reserve at Rugby Street.
- Remove the existing bus stop no.7016 on Adelaide Road outside no. 148 near the intersection of Hospital Road.
- Remove the existing bus stop no.6016 on Adelaide Road outside no. 179 near the intersection of John Street/ Riddiford Street.
- Relocate the existing bus stop no.7015 on Adelaide Road outside no. 80 to outside no.114 near the intersection of Drummond Street.

d) Change Kent and Cambridge Terrace and surrounding side streets from the Basin Reserve to the Waterfront at Cable Street.

- Resolve a 40-meter section of shared path from the Basin Reserve entrance at Buckle Street to the first turn around bay between Kent and Cambridge Terrace.
- Install a bi-directional bike lane against the median island along Cambridge Terrace from the Basin Reserve to the Courtenay Place intersection, crossing there over to the eastern kerb line on Kent Terrace to the eastern kerb line until it reaches the waterfront at Cable Street, Oriental Parade intersection.

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- Resolve a shared path on Cable Street and Oriental Parade, connecting the Newtown to city bike lane to the Oriental Parade bike lane and the Wellington Waterfront shared zone that currently ends at Barnett Street.
- Alter the existing bus lane on Cambridge Terrace from Barker Street to Courtenay Place from 7am-9am Monday – Friday to 7am-9am and 4pm-6pm Monday – Friday.
- Install a “No Right Turn” from Cambridge Terrace to Pirie Street at the Vivian Street intersection.
- Remove 44 metered parking spaces along the east side of Cambridge Terrace and 12 taxi stand spaces.
- Alter nine P60 parking spaces on the west side of Cambridge Terrace between Barker Street and Fifeshire Avenue to five P10 loading zone spaces and four metered parking spaces.
- Alter two metered parking spaces on the west side of Cambridge Terrace near Alpha Street to taxi stand spaces.
- Alter the existing P10 loading zone on Cambridge Terrace near Alpha Street to Bus layover parking 7am-9am, 3pm-7pm Monday – Friday, P10 loading all other times.
- Alter the bus lane on the eastern side of Kent Terrace from Elizabeth Street to the Basin Reserve from 4-6pm Monday – Friday to 7am- 9am and 4pm-6pm Monday – Friday.
- Install four metered parking spaces on the western side of Kent Terrace against the closed turn around bay between Kent and Cambridge Terrace.
- Alter three metered parking spaces on the eastern side of Kent Terrace outside no.16 to three taxis stand parking spaces.
- Remove two bus parking layover spaces on the west side of Kent Terrace near the intersection of Courtenay Place.
- Remove four metered parking spaces on the east side of Kent Terrace outside no.2
- Remove two loading zone parking spaces on the east side of Kent Terrace outside no.2
- Remove two metered parking spaces on the west side of Kent Terrace at the intersection of Oriental Parade.
- Remove three metered parking spaces on the east side of Oriental Parade slip lane near the intersection of Cable Street.
- Remove four residents parking spaces on the west side of Oriental Parade slip lane near the intersection of Cable Street.
- Alter the existing five metered parking spaces on the east side of the Oriental Parade slip outside no. 60 to five residents parking spaces.
- Alter two P60 parking spaces on the east side of Roxburgh Street near the Majoribanks Street intersection to two P30 Loading Zone spaces.
- Alter two loading zone spaces on the west side of Roxburgh Street near the Majoribanks Street intersection to two P60 parking spaces.

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<p>Impact</p>	<ul style="list-style-type: none"> • Net parking impact: <ul style="list-style-type: none"> - Removal of 54 coupon parking spaces - Removal of 42 metered parking spaces. - Removal of 53 time restricted parking spaces. - Removal of 10 taxis stand parking spaces - Addition of three loading zone parking spaces - Additional one residents parking space. • The Newtown to city route is part of the southern connection from Island Bay and will make it safer for many more people to bike/scoot between Wellington Hospital and the waterfront. New bus lanes and extended hours will also mean quicker journeys for people taking the bus. • With bike and bus trips made safer, faster and easier this project will provide improved transport options between Newtown and the City, freeing up space for people who need to drive.
<p>Location – where we propose to make the change</p>	<p>Riddiford Street, Adelaide Road, Cambridge and Kent Terrace, Newtown– from Mein Street intersection outside Wellington Hospital to the Wellington Waterfront</p>
<p>How this relates to the parking policy</p>	<ul style="list-style-type: none"> • This route is a key transport route and is therefore prioritised for the safe and efficient movement of people and goods. With significant urban development planned along this corridor, more efficient use of street space along this route is critical to provide transport choices for existing and new residents that will be living in this area. • These changes have been designed to facilitate a shift to using active (e.g., Walking and cycling) and public transport through parking management and the re-allocation of road space • A parking management plan was undertaken to inform the design of these changes and feedback from the community has subsequently been incorporated into the proposed parking changes • As outlined in the Parking Policy 2020, short term and residents parking has been prioritised over commuter parking which is the lowest priority for road space allocation.
<p>Additional Information</p>	<ul style="list-style-type: none"> • This Newtown to City project is a key initiative to deliver on several strategic outcomes for the city, including the Bus Priority Action Plan, The Spatial Plan, Te Atakura and Paneke Pōneke plan for a citywide network of connected bike/scooter routes. • The improvements are being made using lower cost, adaptable materials that can be tweaked based on public feedback, and data, once these initial installations are in place. • Designs were developed by technical experts and with input from a technical working group to ensure the project delivers on its objectives without compromising road safety, within a constrained road corridor. Engagement with key stakeholders and the community happened in parallel and resulted in design tweaks. Over 1200 pieces of design feedback have been considered to date.

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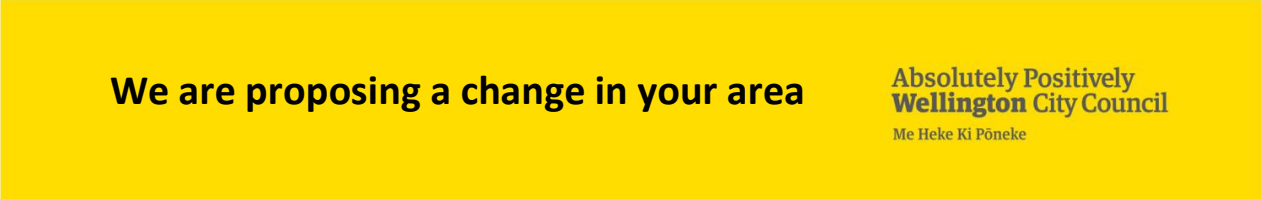
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	<ul style="list-style-type: none"> • The objectives of this project are to: <ul style="list-style-type: none"> - Increase the percentage of people travelling along these streets on bikes and buses - improve the safety and perceived safety of people walking and cycling, - improve the diversity of people involved in the consultation process and travelling by bike - decrease the time taken to deliver strategic transport projects. • The Bus Priority Action Plan identified there are over 10,000 bus passengers on this route daily. Extensive delays are experienced along Riddiford and Cambridge Terrace with bus stop to stop speeds reduced to 10-20km/hr at times. • This has been confirmed as the Mass Rapid Transit route for <i>Let's Get Wellington Moving</i> and the programme will be delivering transformational change in the future. Community feedback and insights gathered on these proposed interim improvements will feed into future design processes. • This project is part of delivering a connected bike route to Island Bay, and interim improvements on the next section of the route are likely to commence planning work later in the year. • Baseline data collected along this route indicates that there are currently 1090 trips made per day by bike along this route. A baseline survey indicated that 70% of people felt this route does not currently provide for active modes. • Averages daily bus passenger number – 10,000+ (Newtown to city). • Average daily traffic count - Cambridge Terrace 11,481, Adelaide 22,017, Riddiford 20,260. • Average daily cycle count – 1090 • Annual parking revenue impact - loss of \$532k. • 194 crashes have been recorded in police crash database in the last 5 years. 18 were involving people on bikes and 13 involved people walking. • To view an electronic copy of the report will be available on the Council's website from 9.00am Thursday 11th August 2022 at transportprojects.org.nz/newtown or you can call (04) 499 4444 and we will send one out to you. • For more information about this projects, including the background documents to this proposal, visit www.transportprojects.org.nz/newtown
<p>Feedback</p>	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on transportprojects.org.nz/newtown or emailing us at newtowntocity@wcc.govt.nz • Please note if you are giving feedback the consultation period opens at 9.00 am Thursday 11th August 2022 and finishes at 5.00 pm Wednesday 31st August 2022.

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	<ul style="list-style-type: none">• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Friday 9th September 2022.2. The proposal will go to the Planning and Environment Committee on Thursday 15th September 2022.3. If approved, the proposal will be installed from September to December 2022.



Traffic Resolution Plan: TR173-22 Newtown to Wellington City– Proposed cycle and bus lanes (from South (Riddiford St at Mein St) to North)

RIDDIFORD STREET - PART 1

NO.	DATE	REVISIONS
1	11/21/21	ISSUE FOR COMMENT

PROJECT NO	WELLINGTON CITY COUNCIL
PROJECT NAME	NEWTON TO WATERFRONT CYCLEWAY
PROJECT TYPE	ROADS CONSTRUCTION
PROJECT LOCATION	RIDDIFORD STREET
PROJECT PLAN SHEET OF 2	WELLINGTON CITY COUNCIL
PROJECT PLAN NO	FC-6822.0016

WSP | 1 of 2 | DRAFT FOR COMMENT | Issued 22/09/2021

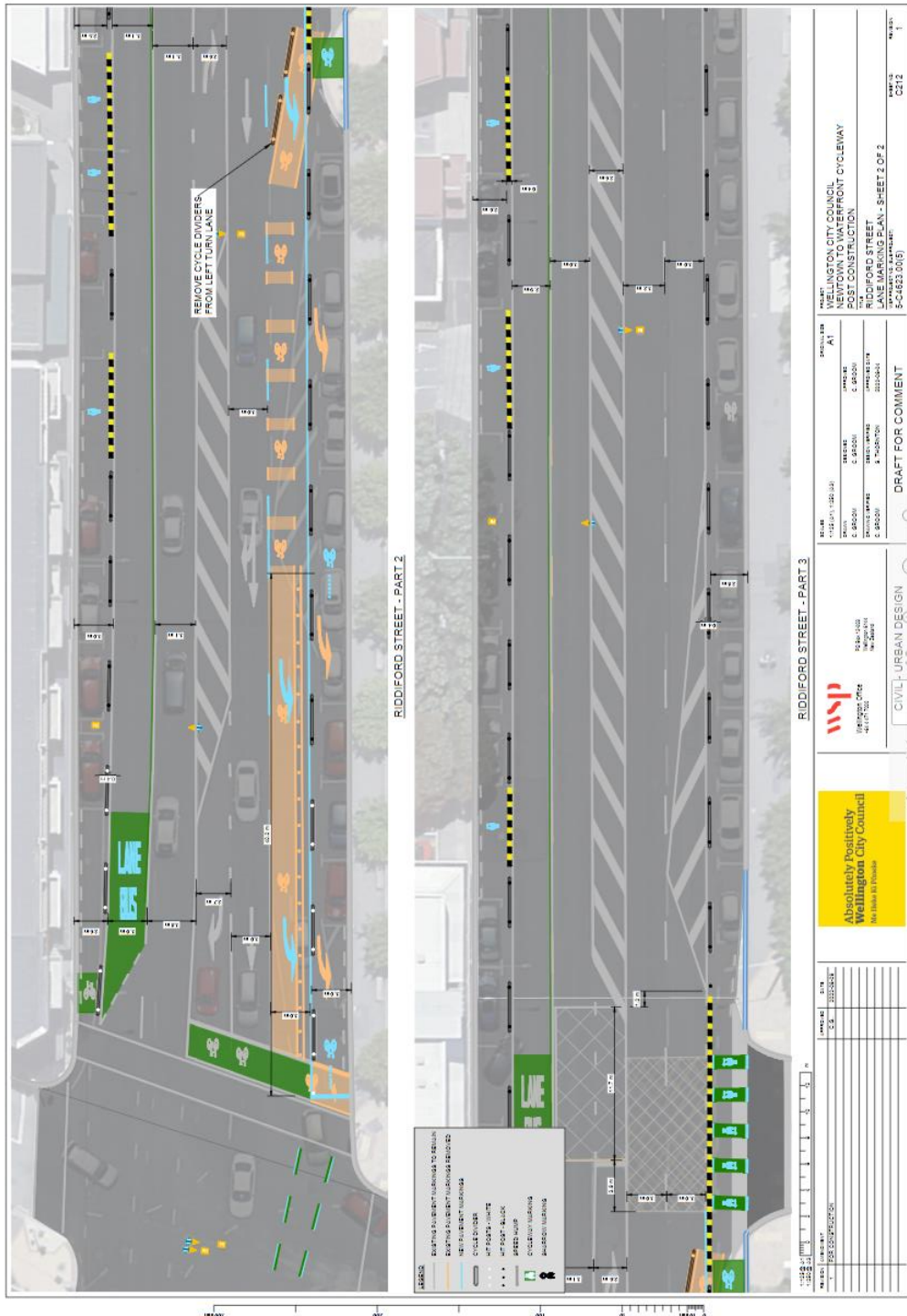
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Page No: 0022-0028-01-2.12.00-000
Date: 2022-05-09 14:23:05
User: jason@wsp.com.au

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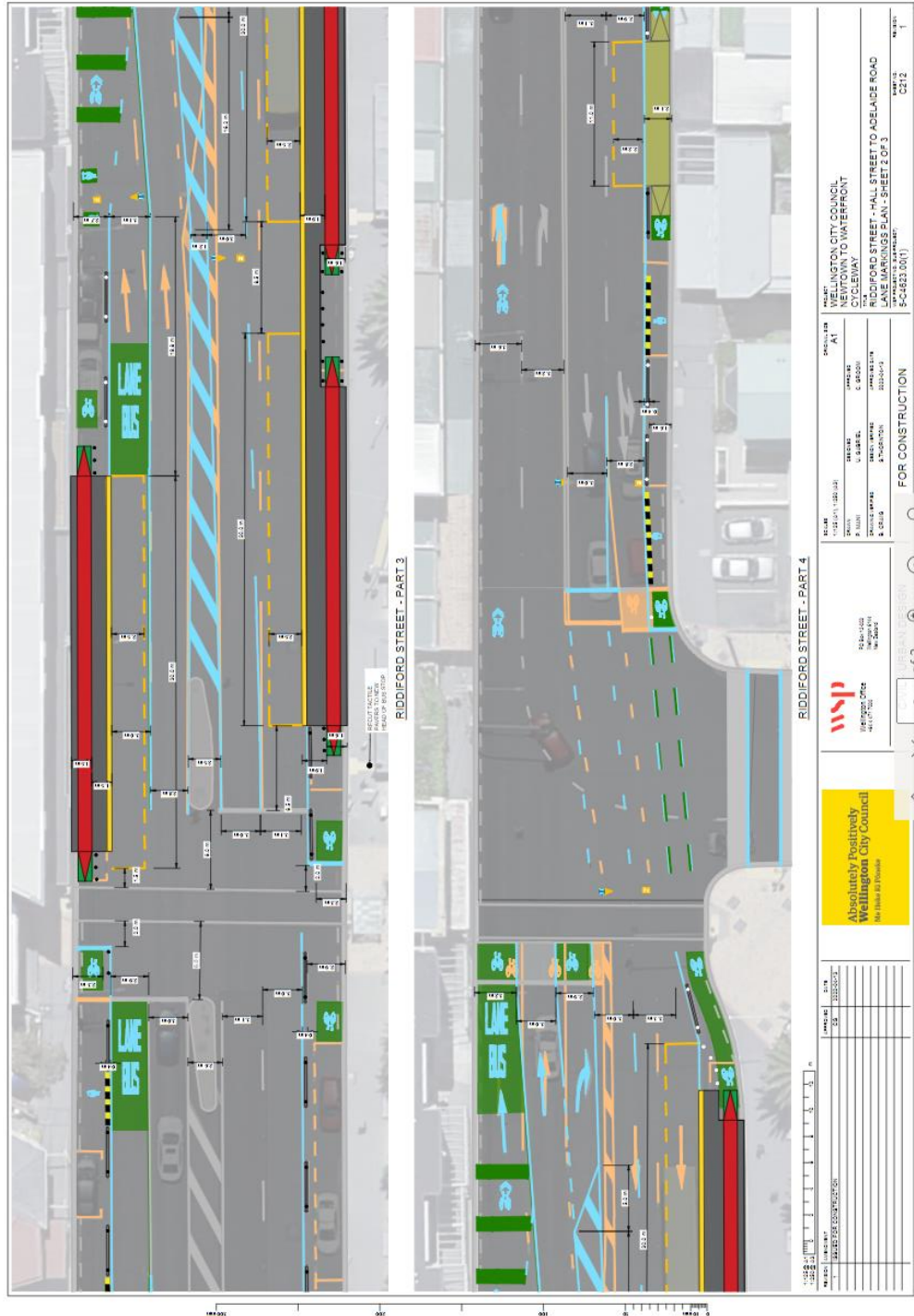
Traffic Resolution Plan: TR173-22 Newtown to Wellington City– Proposed cycle and bus lanes (from South to North)



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Traffic Resolution Plan: TR173-22 Newtown to Wellington City– Proposed cycle and bus lanes (from South to North)

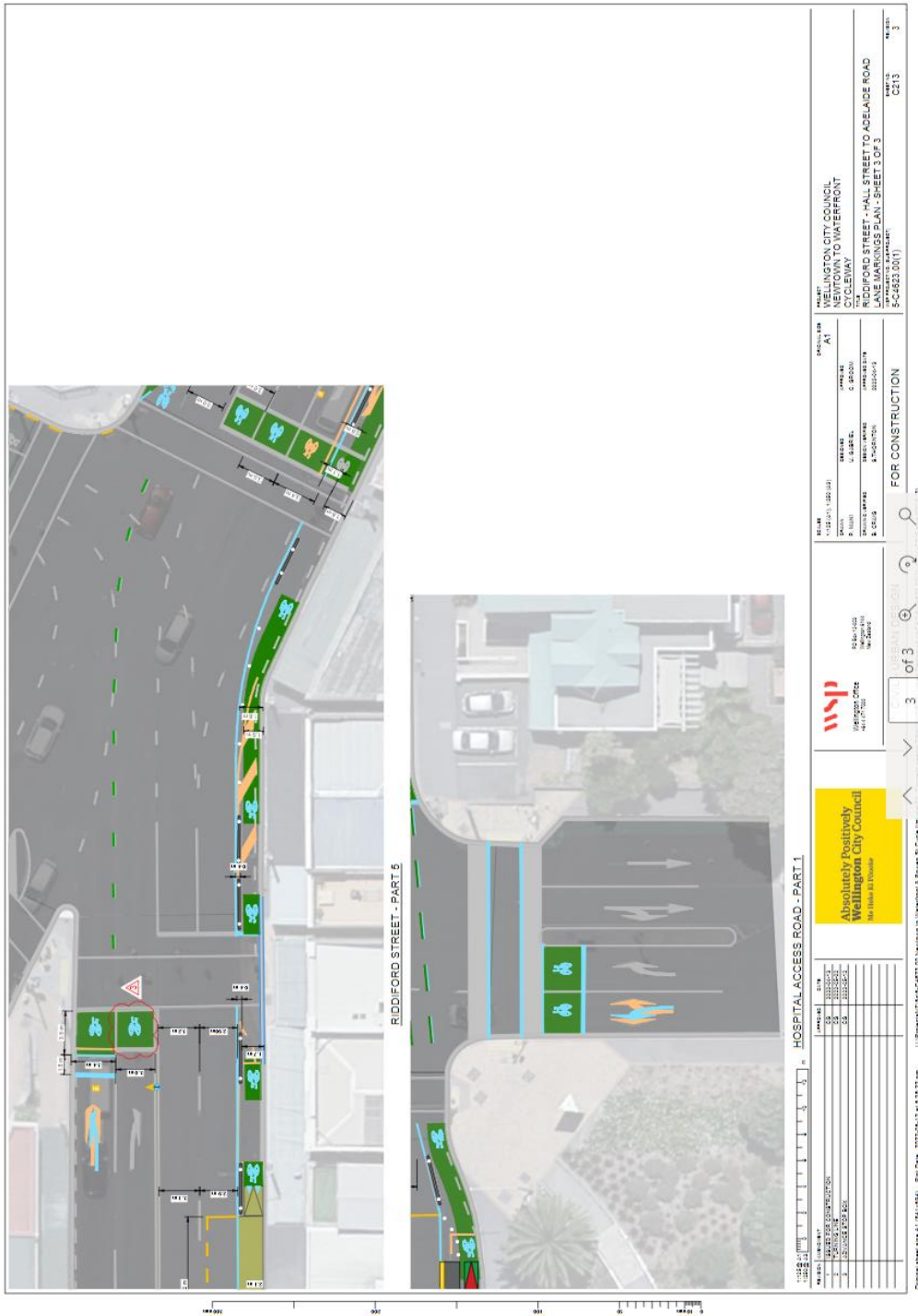


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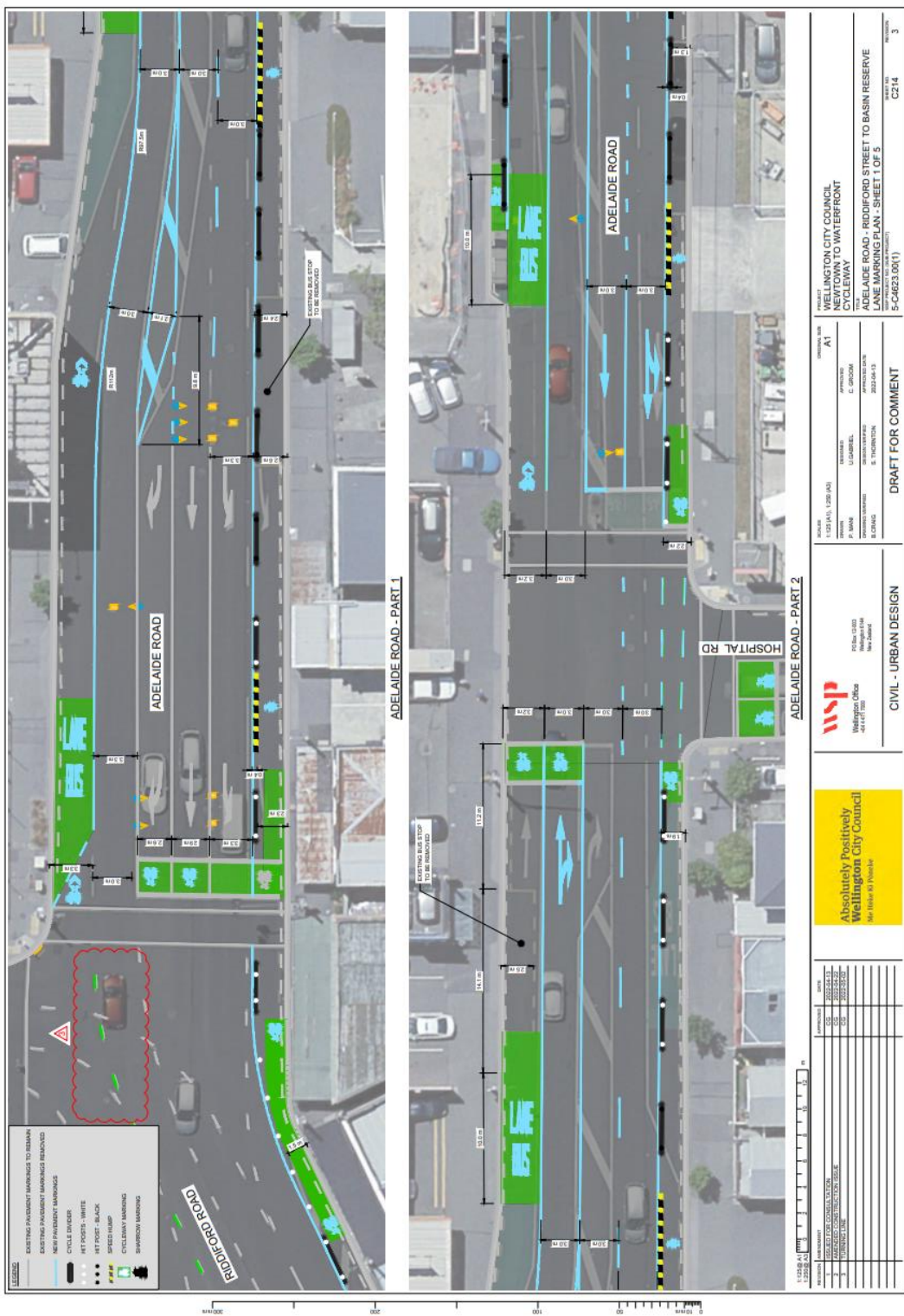
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Traffic Resolution Plan: TR173-22 Newtown to Wellington City– Proposed cycle and bus lanes (from South to North)

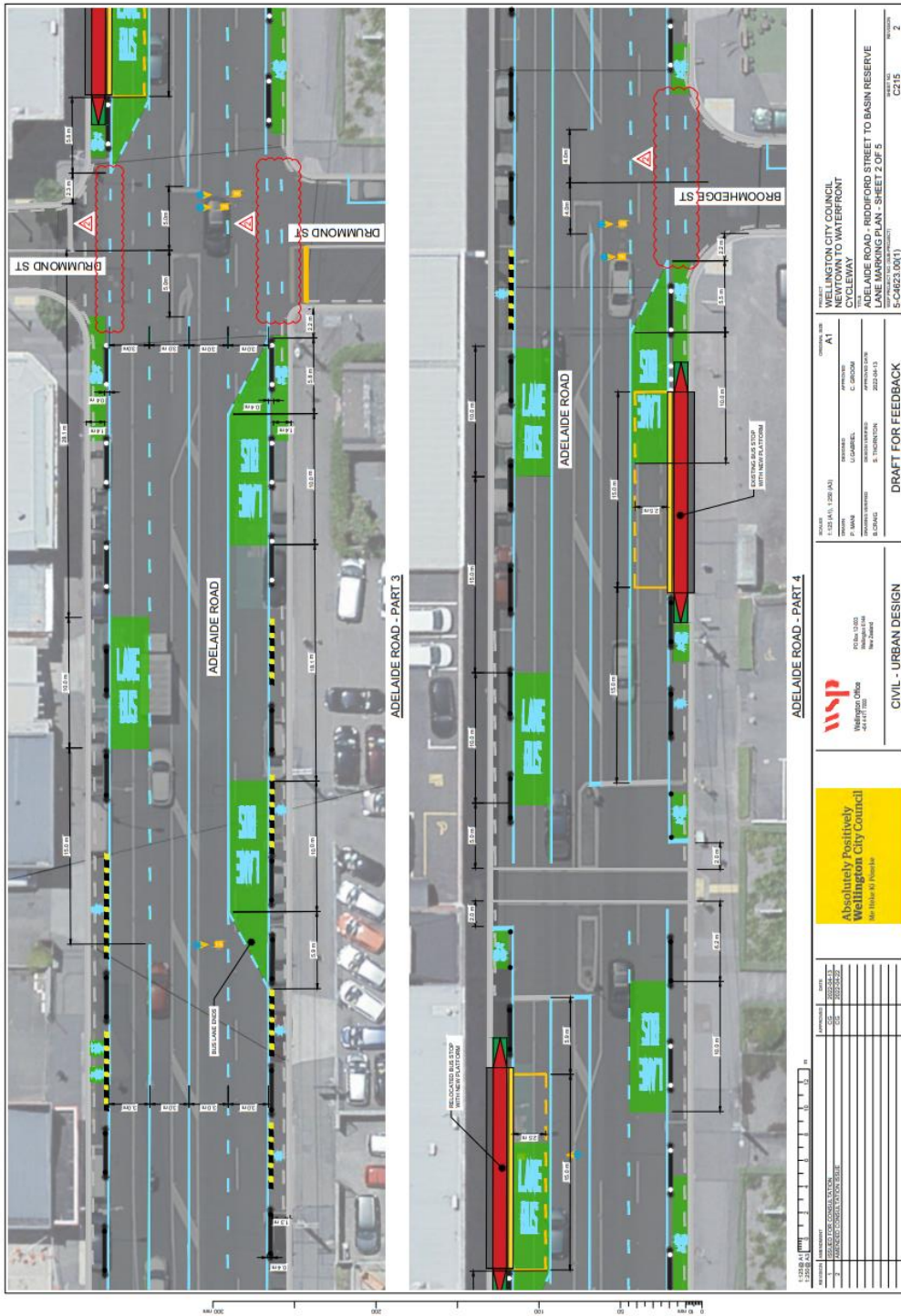


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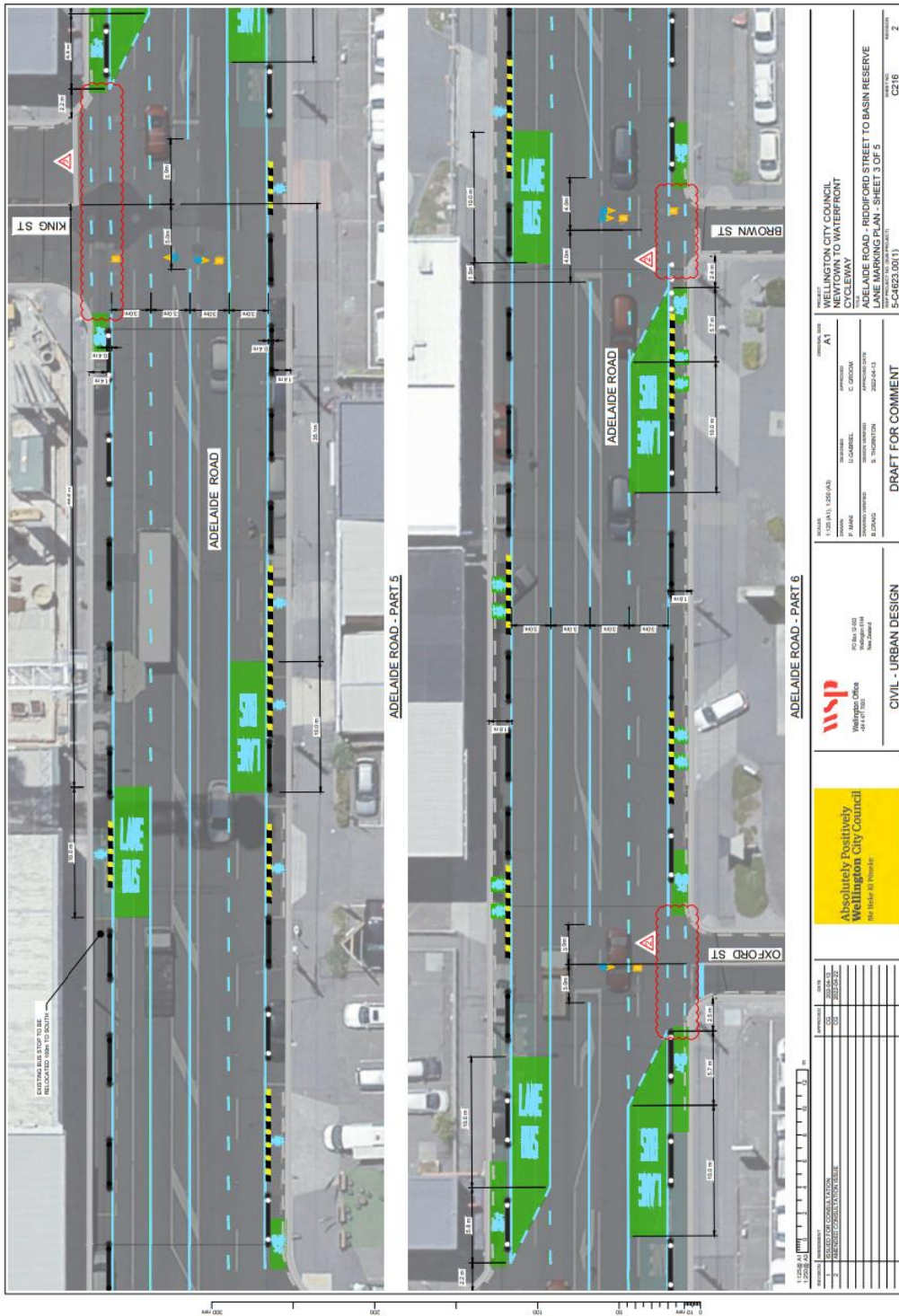
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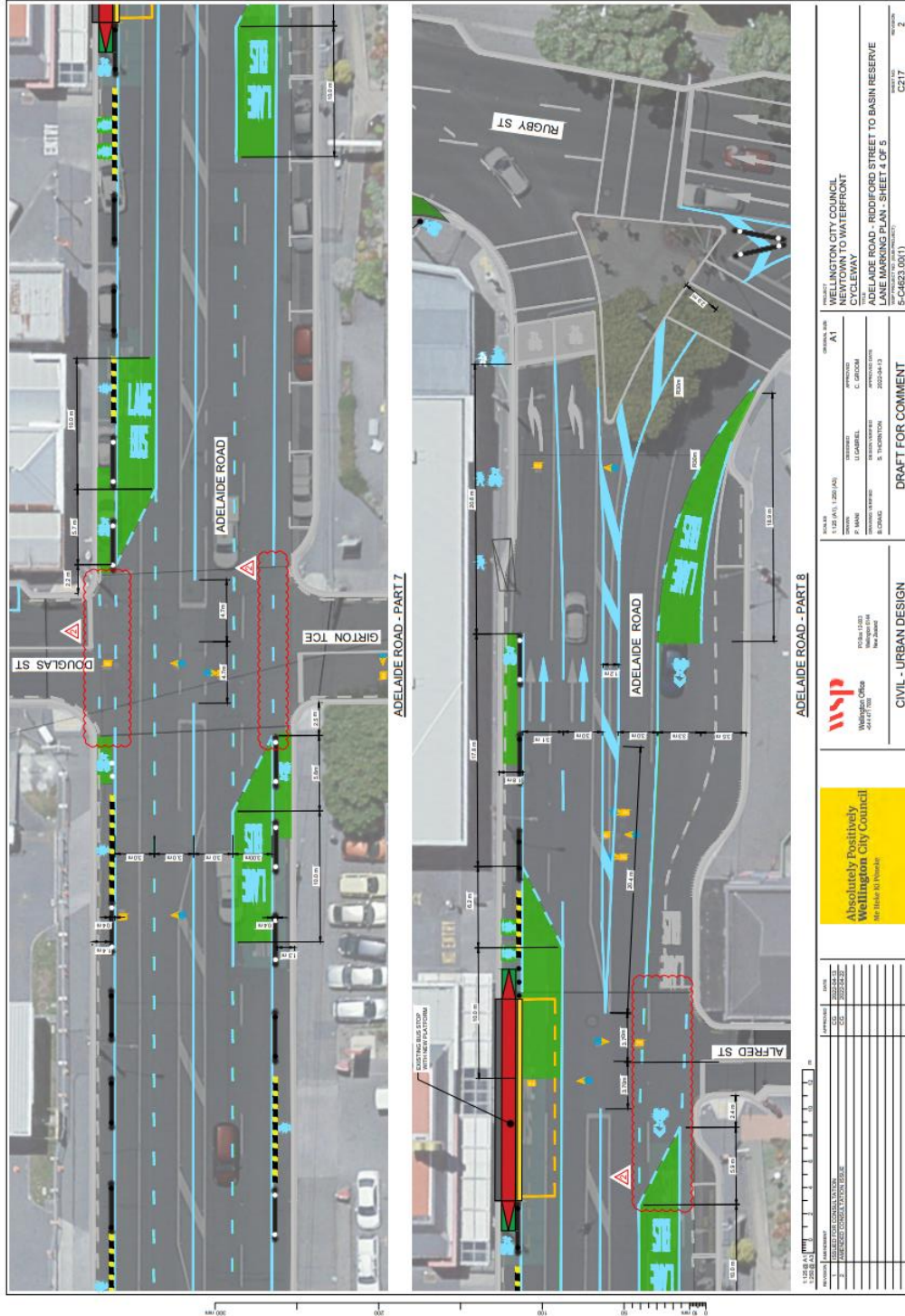
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NOTES:

1. THE PROPOSED PAINT MARKINGS ARE A SET OF TRAFFIC MANAGEMENT MEASURES TO IMPROVE THE SAFETY AND EFFICIENCY OF THE ROAD NETWORK AND TO ENHANCE THE EXPERIENCE OF ROAD USERS.
2. THE PROPOSED PAINT MARKINGS ARE A SET OF TRAFFIC MANAGEMENT MEASURES TO IMPROVE THE SAFETY AND EFFICIENCY OF THE ROAD NETWORK AND TO ENHANCE THE EXPERIENCE OF ROAD USERS.
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TYPICAL CYCLIST PAINT MARKING
SCALE: NTS

RUGBY STREET - PART 9

WELLINGTON CITY COUNCIL
NEW TOWN TO WATERFRONT
WATERFRONT
WATERFRONT

ADLAIDE ROAD - RIDGIFORD STREET TO BASIN RESERVE
WATERFRONT
WATERFRONT

5-C4623.00(1)

WSP
 Wellington Office
 4th Floor
 100 Lambton Quay
 Wellington
 New Zealand

CIVIL - URBAN DESIGN

DRAFT FOR COMMENT

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NO.	REVISION	DATE
1	ISSUED FOR CONSULTATION	2022-04-13
2	ISSUED FOR CONSULTATION	2022-04-13

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NOTES:

- THE CONTRACTOR SHALL PROVIDE A DETAILED TRAFFIC MANAGEMENT PLAN THAT COORDINATES ALL ACTIVITIES OF THE PROJECT AND PROVIDES FOR THE SAFETY OF THE WORKERSHIP AND MATERIALS GENERALLY SHALL BE IN ACCORDANCE WITH THE ROAD USER GUIDE AND STANDARDS. THE TRAFFIC MANAGEMENT PLAN SHALL BE APPROVED BY THE CONTRACTOR AND THE CITY ENGINEER.
- TRAFFIC CONTROL DEVICES SHALL BE USED EXCEPT WHERE VARIED BY THE CONTRACT DOCUMENTS.
- EXISTING PAVEMENT MARKINGS SHALL BE MAINTAINED UNLESS OTHERWISE SPECIFIED IN THE DRAWINGS AND ALL NEW PAVEMENT MARKINGS SHALL BE APPLIED BY THE CITY.
- EXISTING PRIVATE SERVICES AND CONNECTIONS ARE TO BE MAINTAINED UNLESS OTHERWISE SPECIFIED IN THE DRAWINGS.
- ALL PAVEMENT MARKINGS SHALL BE DRAWN WITHOUT THE USE OF A FLEXOGRAPH SURFACE.
- ALL PAVEMENT MARKINGS SHALL BE DRAWN IN ACCORDANCE WITH THE ROAD USER GUIDE AND STANDARDS.
- TRAFFIC CONTROL DEVICES SHALL BE USED EXCEPT WHERE VARIED BY THE CONTRACT DOCUMENTS.
- TRAFFIC CONTROL DEVICES SHALL BE USED EXCEPT WHERE VARIED BY THE CONTRACT DOCUMENTS.

LEGEND:

- EXISTING PAVEMENT MARKINGS TO REMAIN
- NEW PAVEMENT MARKINGS
- CYCLE DIVIDER
- HT POSTS - WHITE
- HT POSTS - BLACK
- HT POSTS - RED
- SPEED HUMP
- CYCLEWAY MARKING
- SHADOW MARKING

PROJECT NO	1131 (AVL 1, 200/20)
PROJECT NAME	WELLINGTON CITY COUNCIL NEWTOWN TO WATERFRONT CYCLEWAY
DATE	15/09/2022
DESIGNER	WSP
PROJECT MANAGER	W. EATON
DESIGNED BY	C. GORDON
CHECKED BY	C. GORDON
APPROVED BY	C. GORDON
DATE OF ISSUE	20/09/22
DRAFT FOR FEEDBACK	

WSP
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401 RATHFRILLY
WELLINGTON
TEL: 04 474 5322
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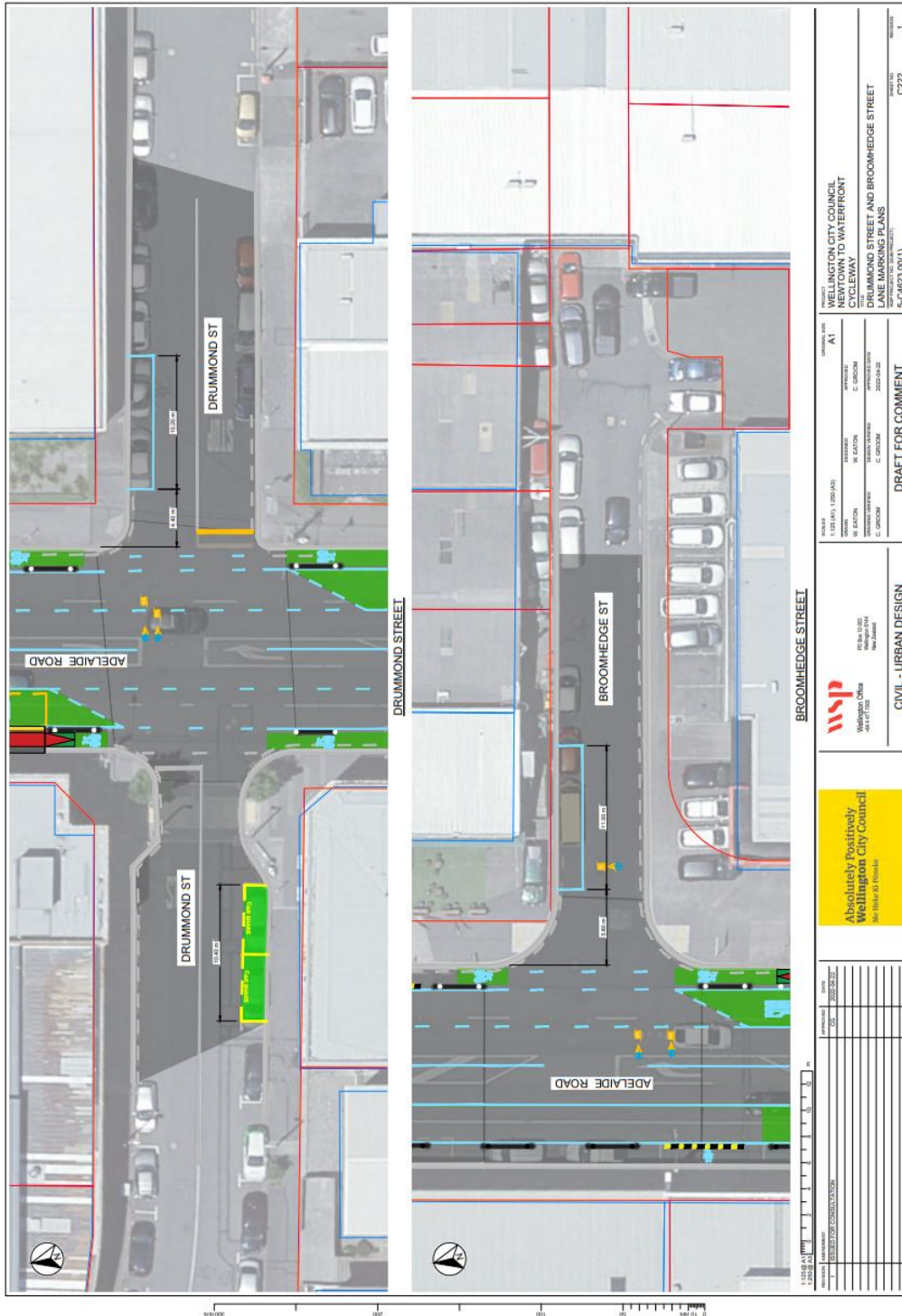
CIVIL - URBAN DESIGN

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Wellington City Council
100 The Terrace | Te Papaki
04 474 5322 | www.wcc.govt.nz

1131 (AVL 1, 200/20)
WELLINGTON CITY COUNCIL
NEWTOWN TO WATERFRONT
CYCLEWAY
MEIN STREET
LANE MARKING PLAN
5-C4623.001(1)
DATE: 15/09/2022
SCALE: AS SHOWN
SHEET NO: 1

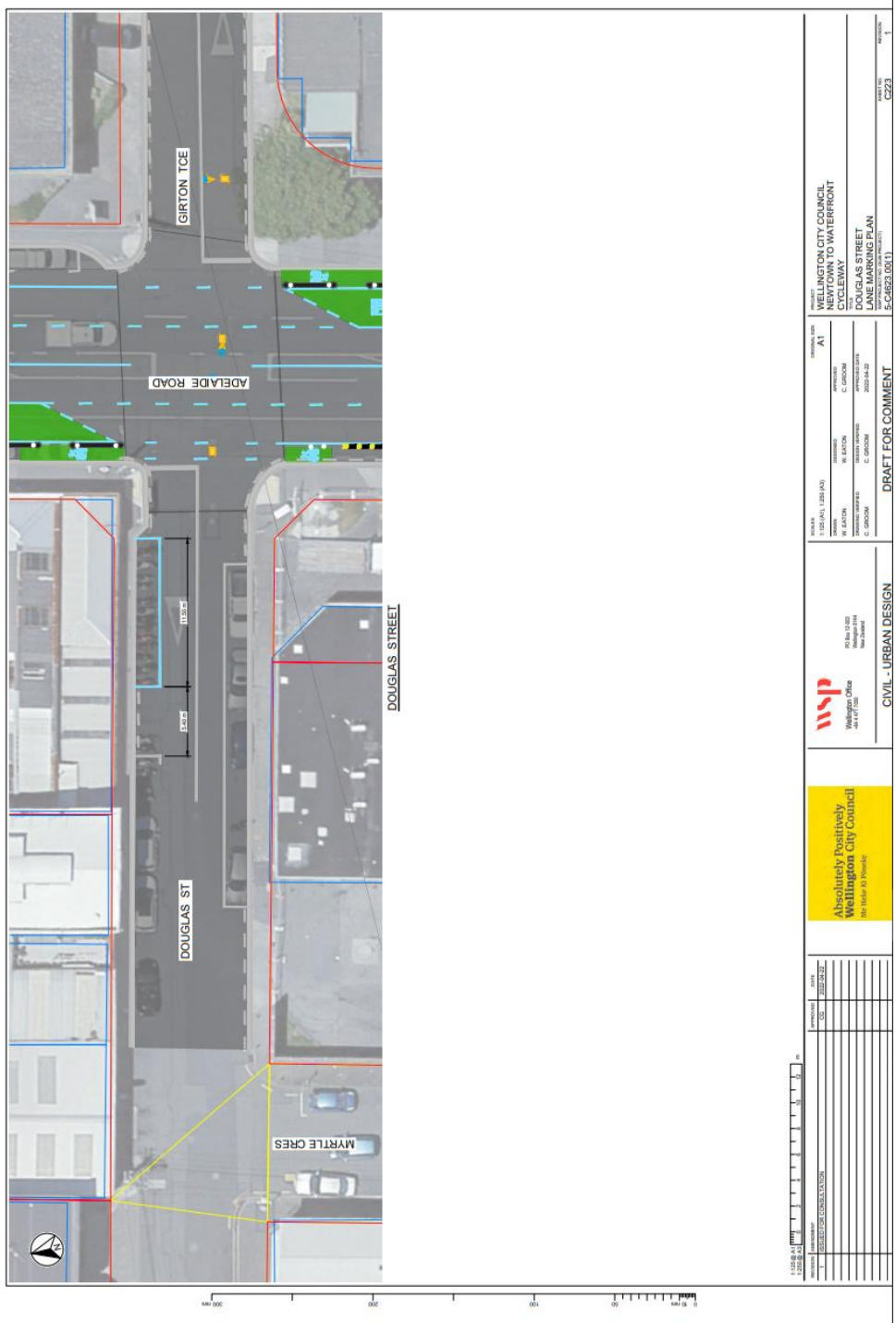
We are proposing a change in your area

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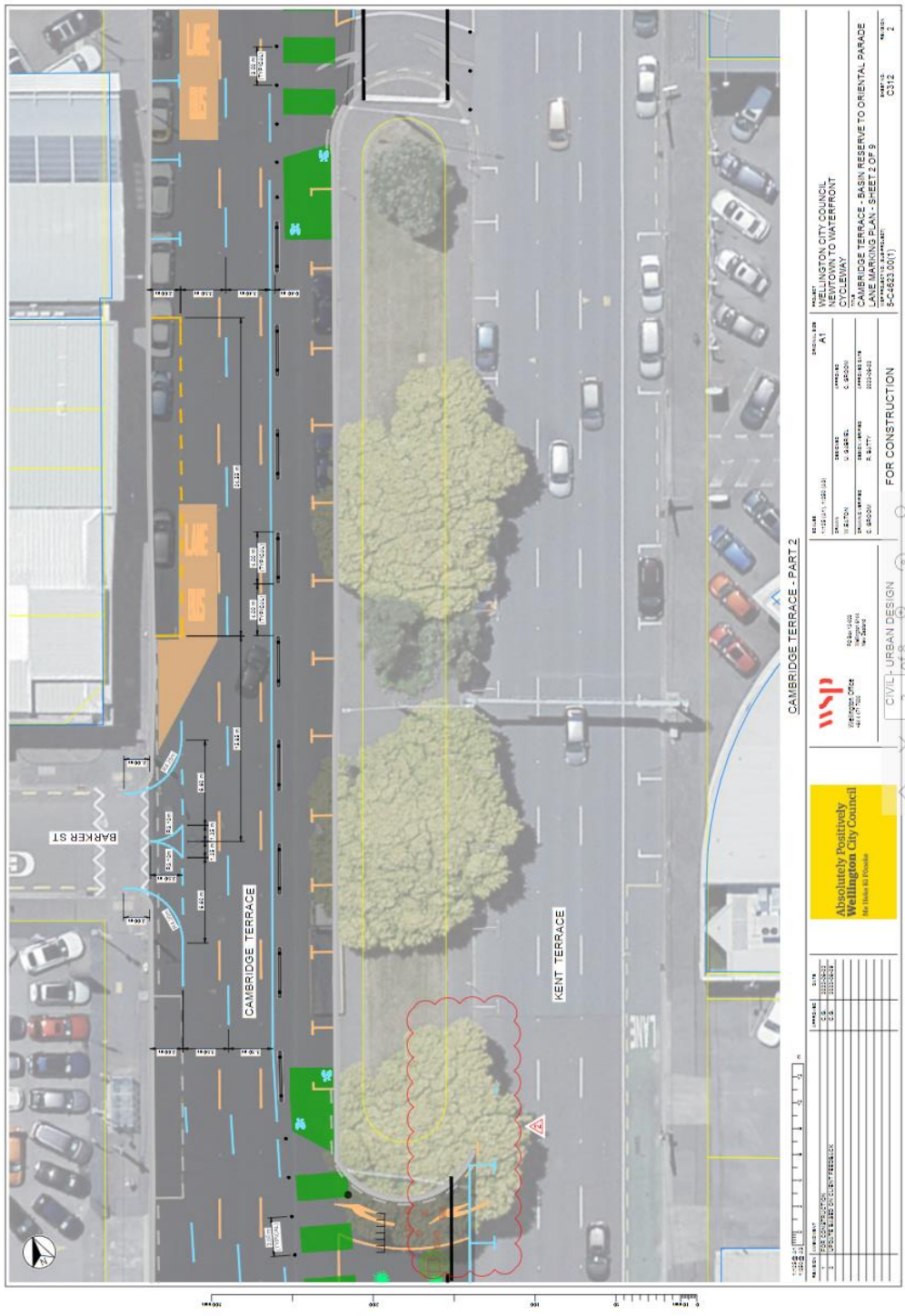
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Traffic Resolution Plan: TR173-22 Newtown to Wellington City– Proposed cycle and bus lanes (from South to North)



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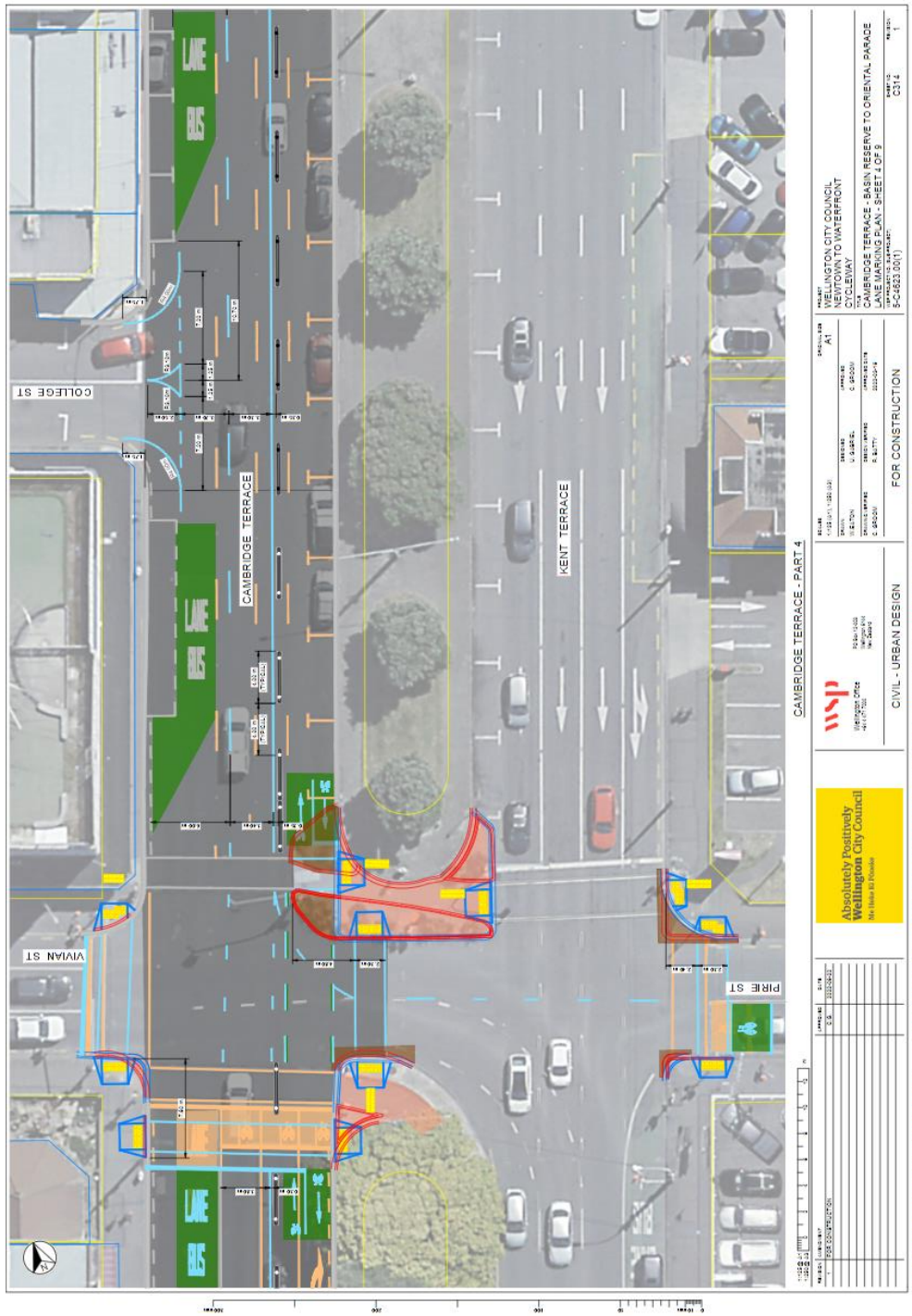
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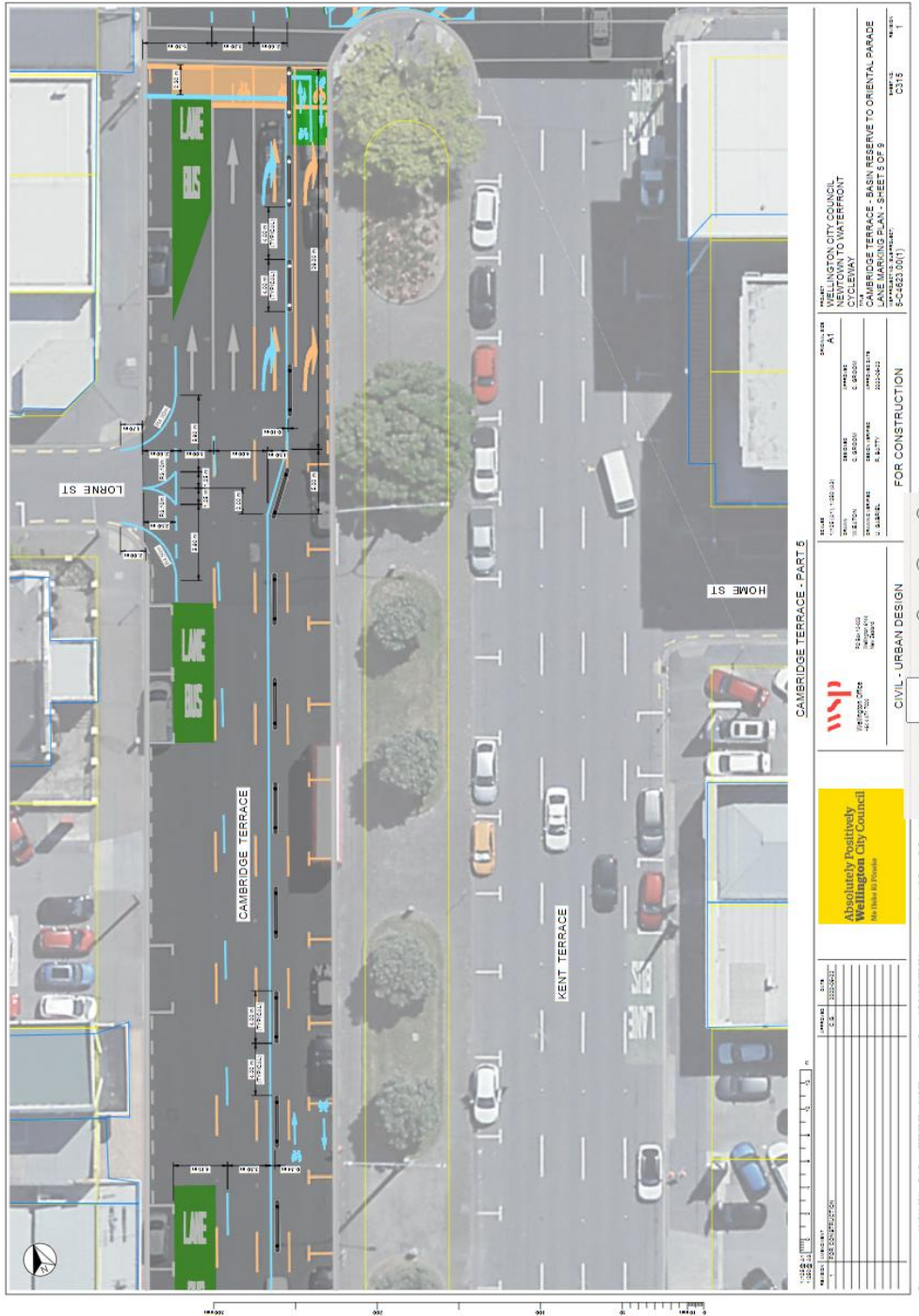
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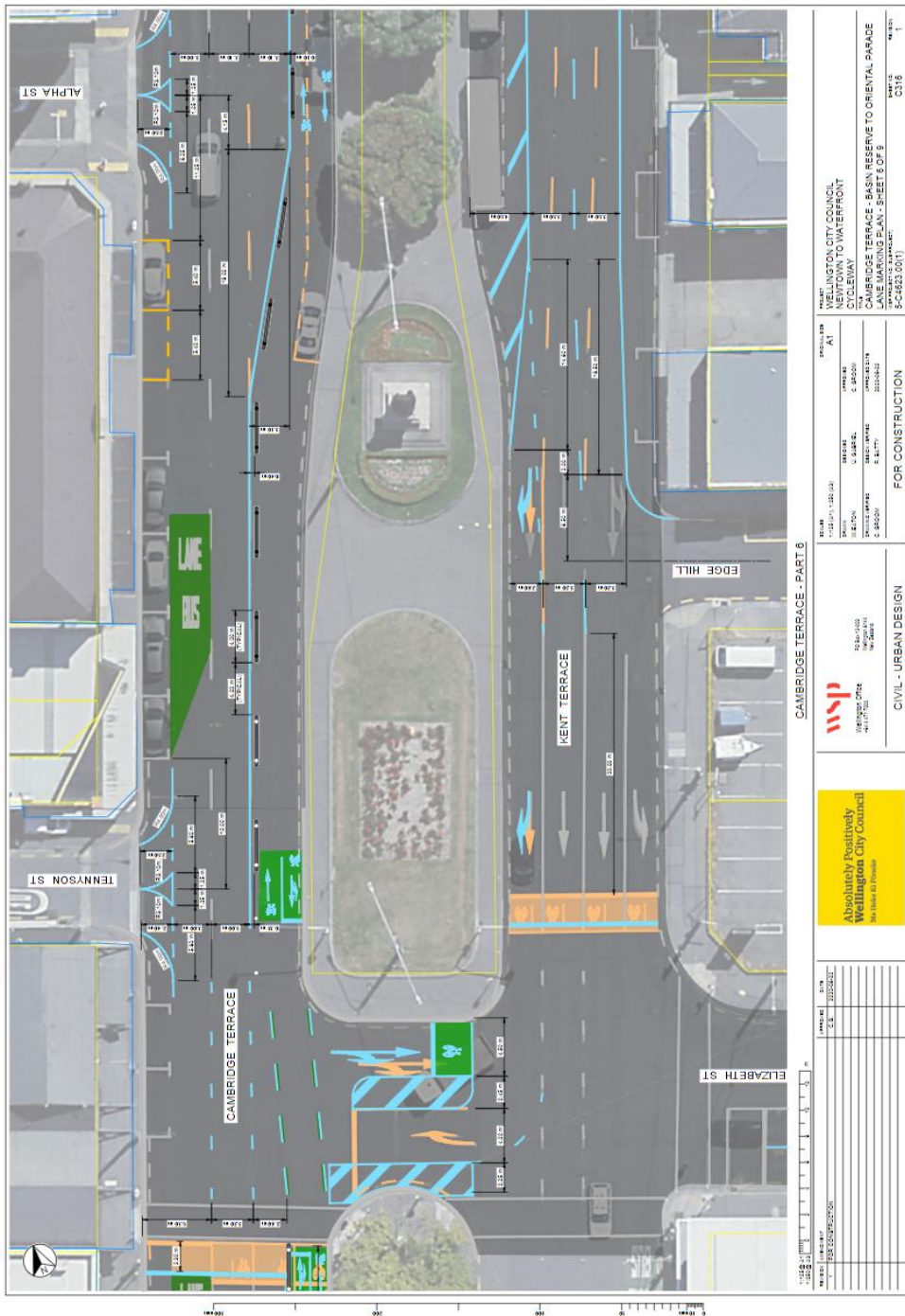
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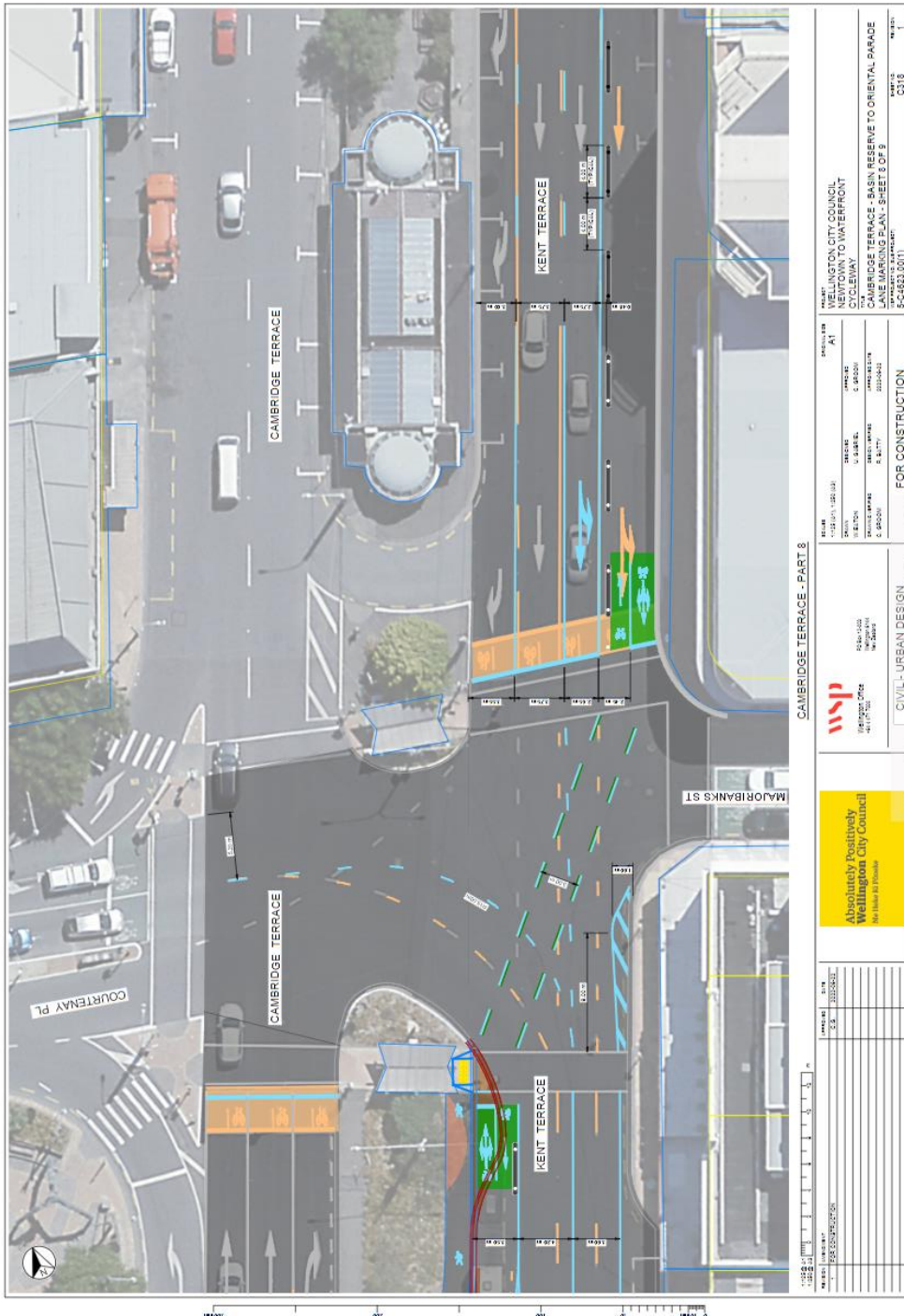
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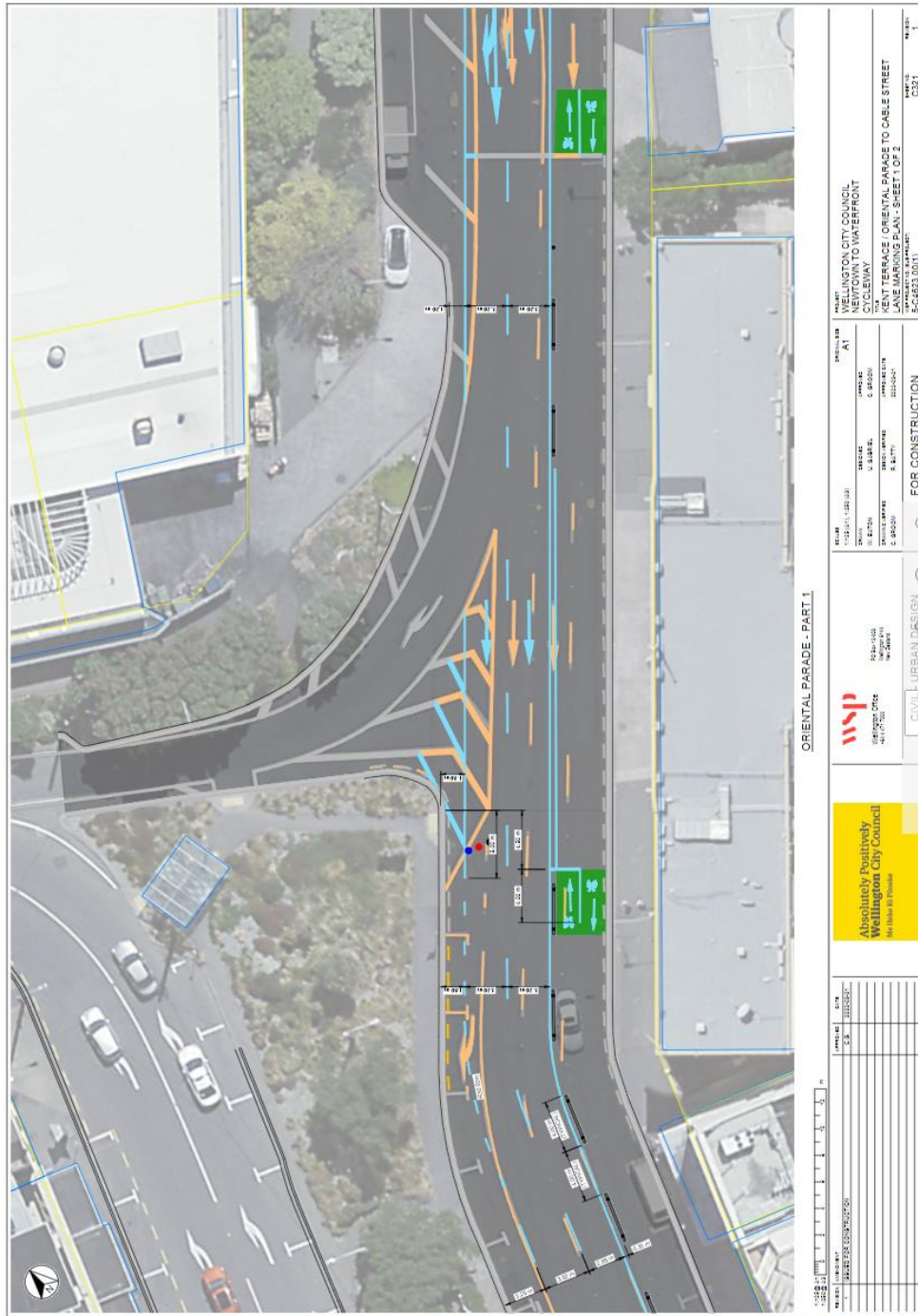
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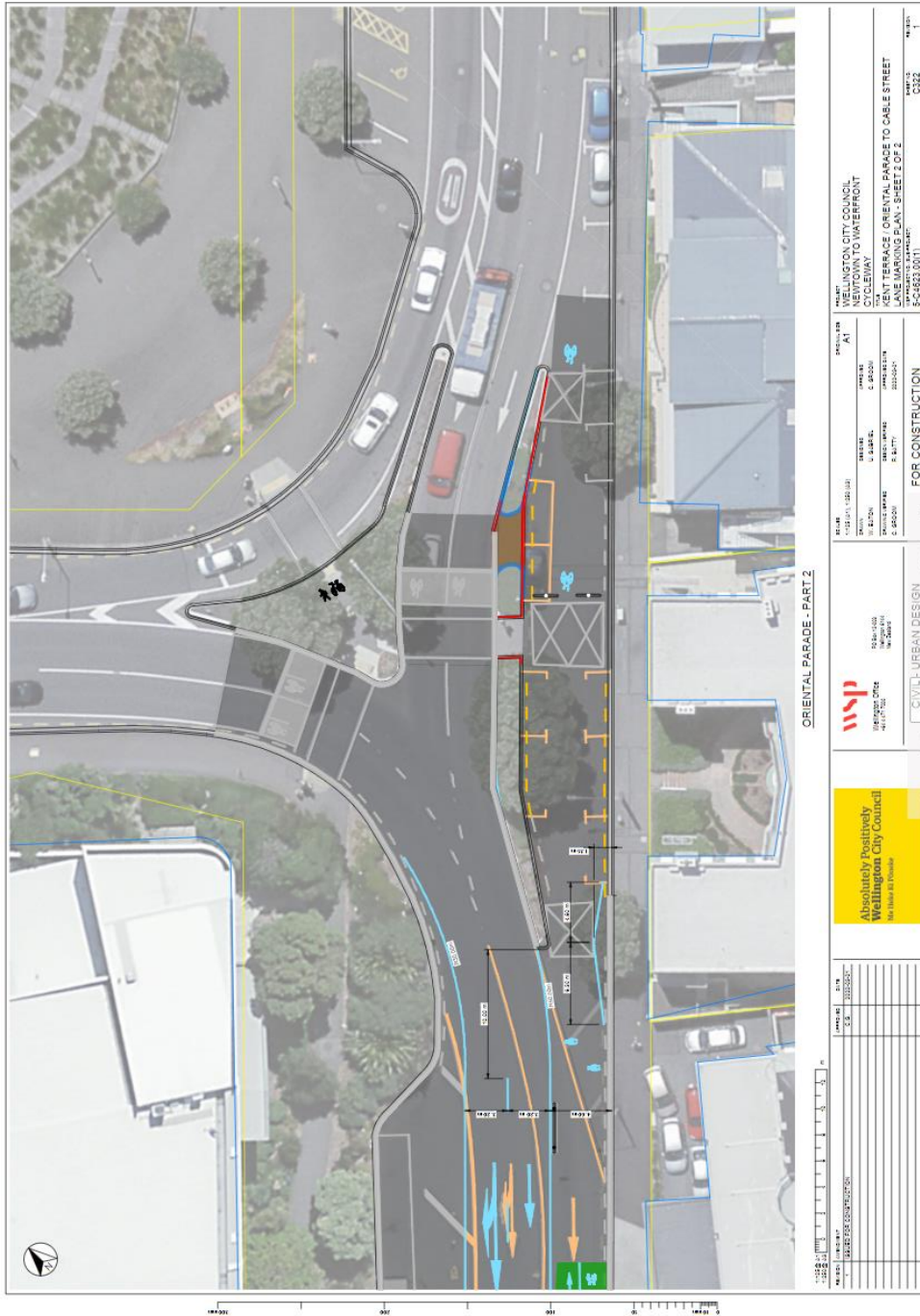
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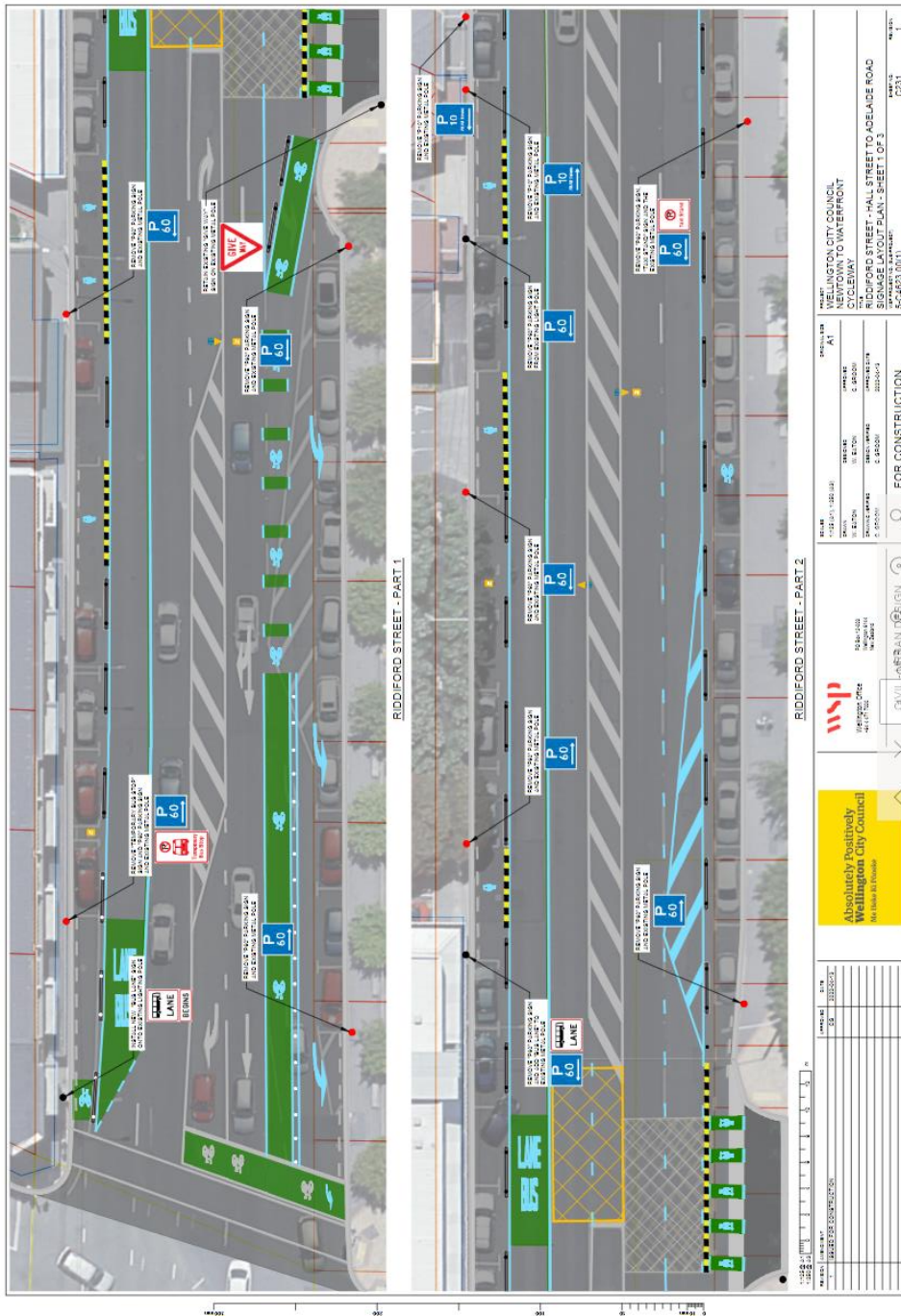
**Traffic Resolution Plan: TR173-22 Newtown to Wellington City– Proposed cycle and bus lanes (from South to North)
Parking Signage plans**

<p>WELLINGTON CITY COUNCIL POST CONSTRUCTION RIDDIFORD STREET - AHERN STREET TO RINTOUL STREET SIGNAGE LAYOUT PLAN DRAWN: E. WOODWARD (22/04/2022) DATE: 22/04/2022</p>	<p>WSP WELLINGTON SIGNPOST OFFICE RIDDIFORD STREET WELLINGTON 6112</p>	<p>Absolutely Positively Wellington City Council Me Heke Ki Pōneke</p>	<p>PROJECT: RIDDIFORD STREET - AHERN STREET TO RINTOUL STREET SIGNAGE LAYOUT PLAN DRAWN: E. WOODWARD (22/04/2022) DATE: 22/04/2022</p>	<p>FOR CONSTRUCTION</p>
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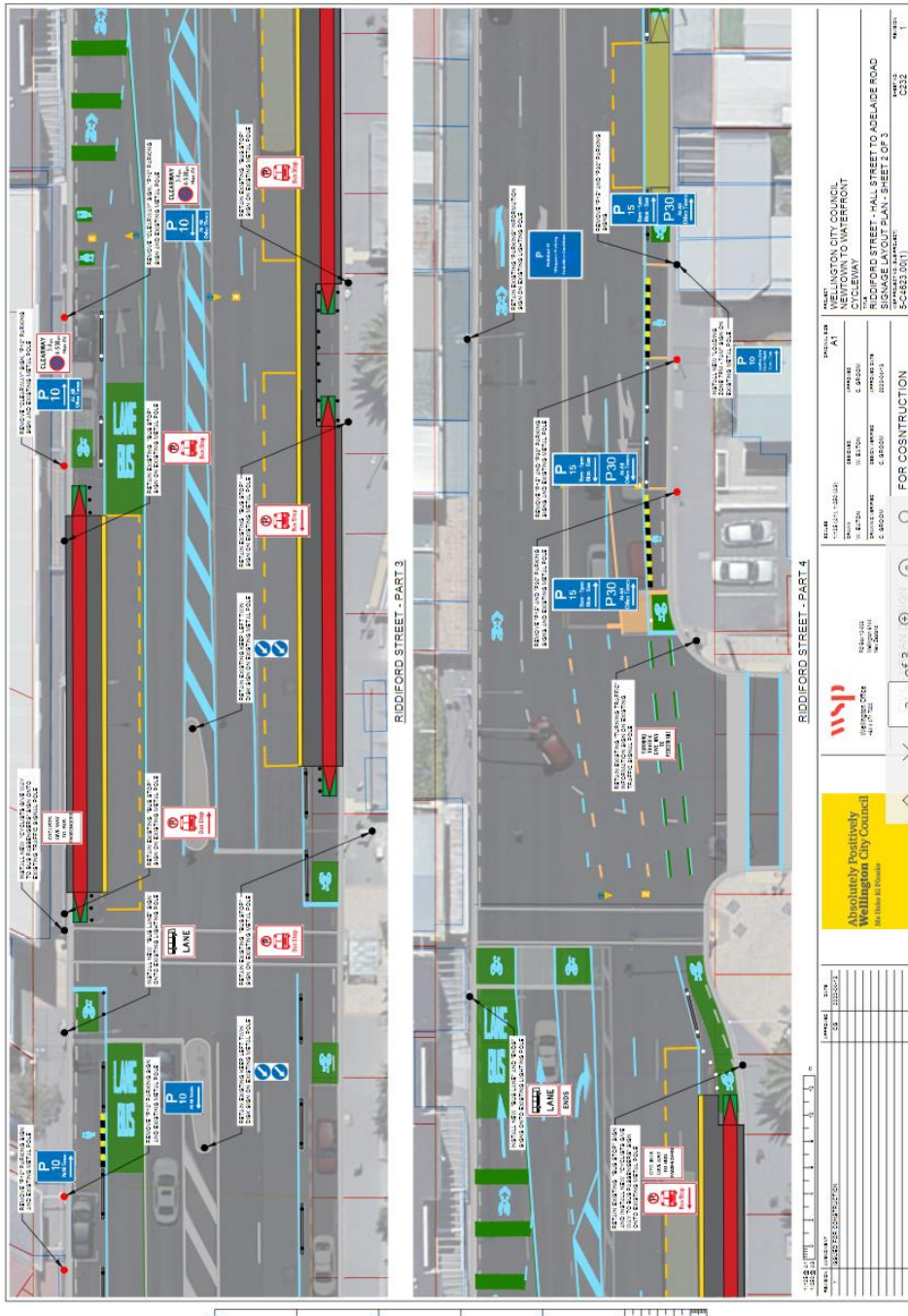
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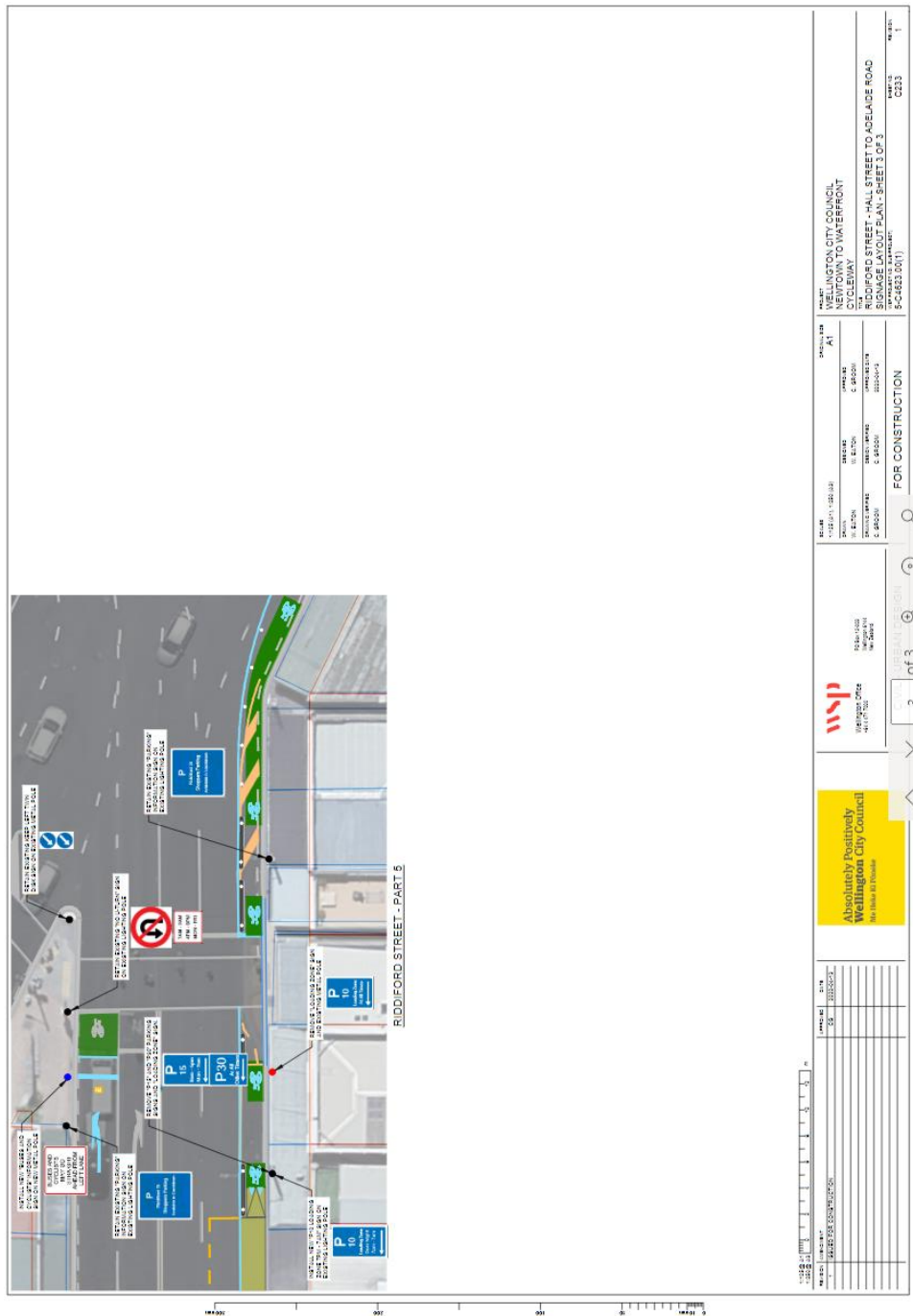
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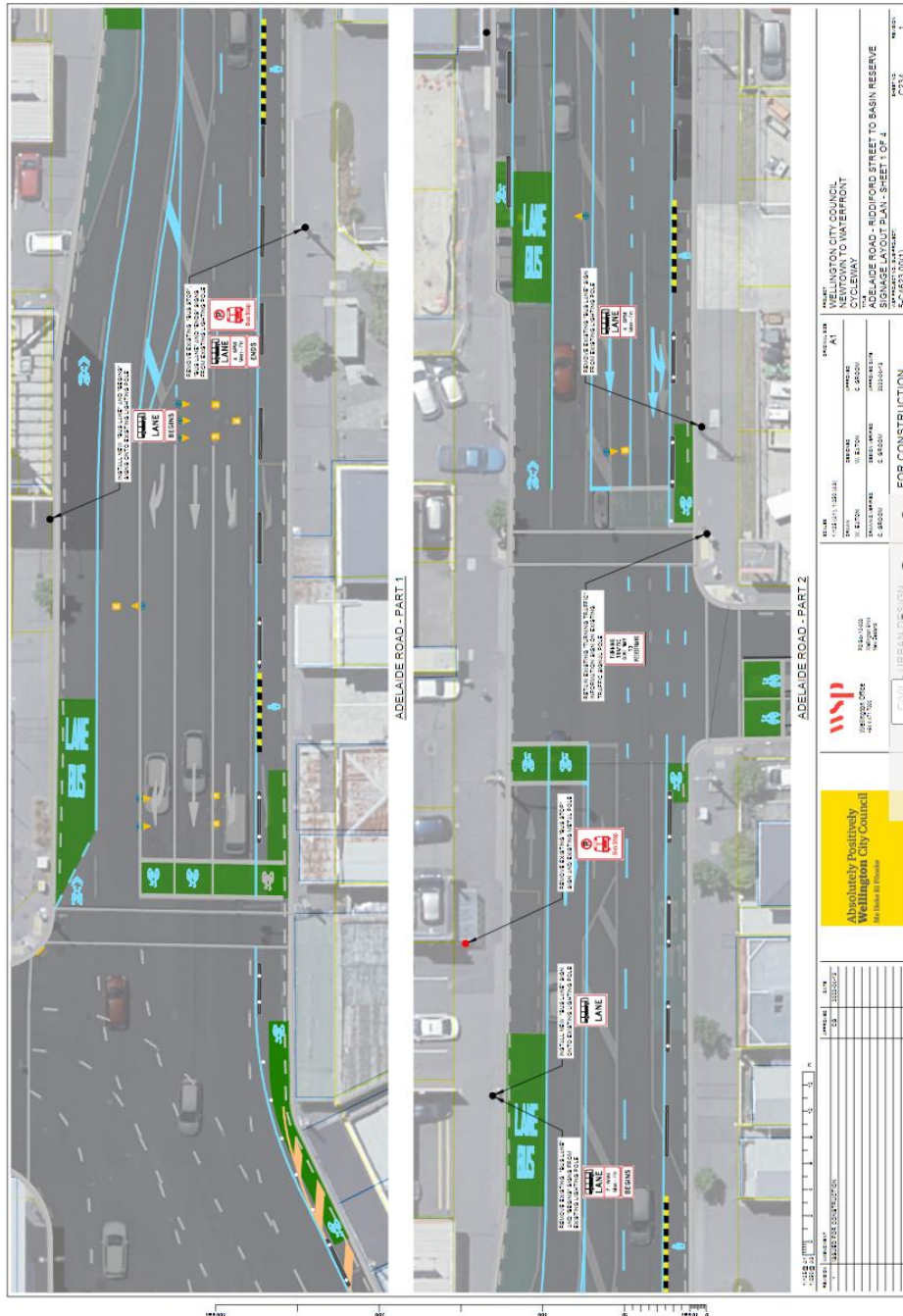
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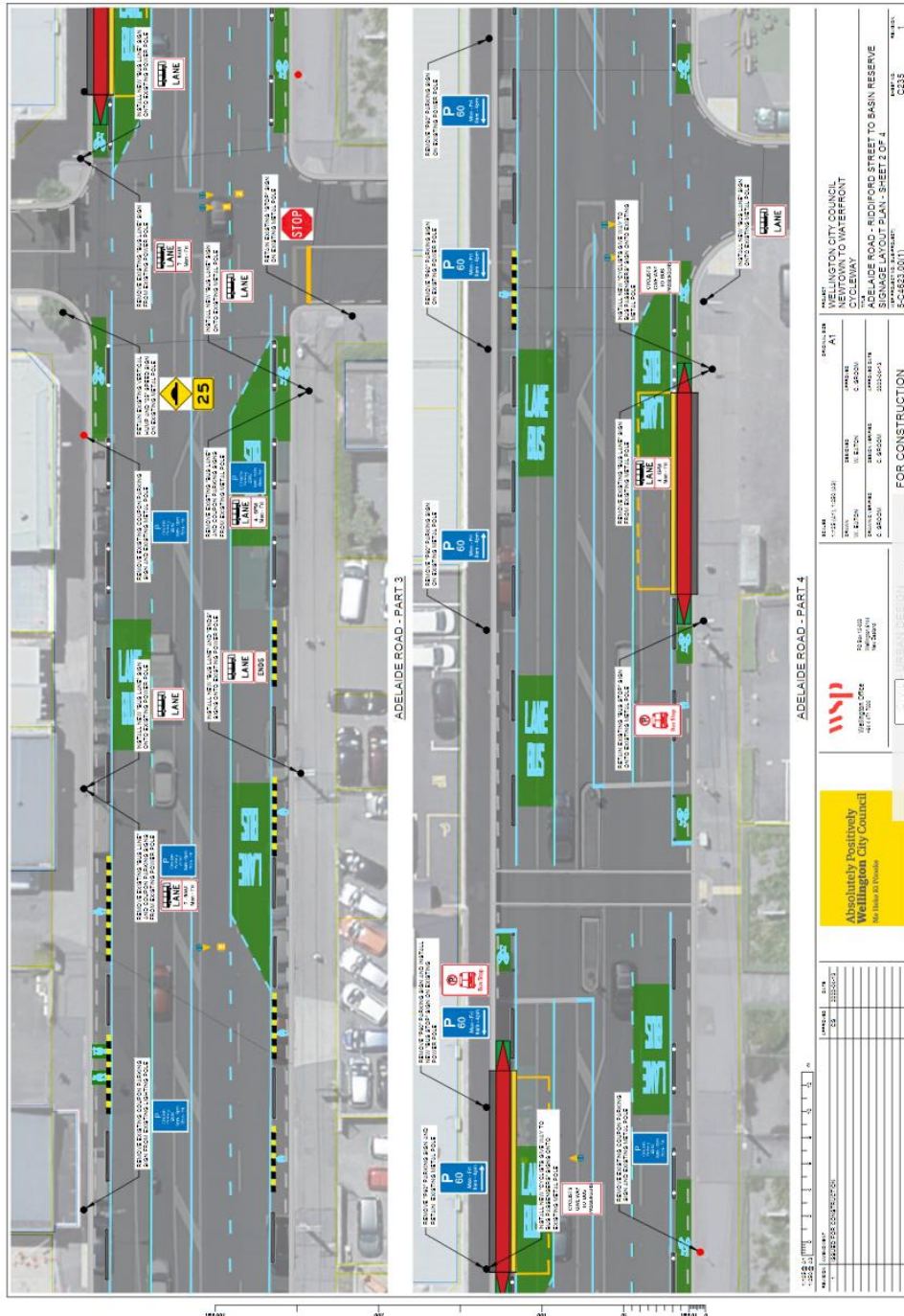
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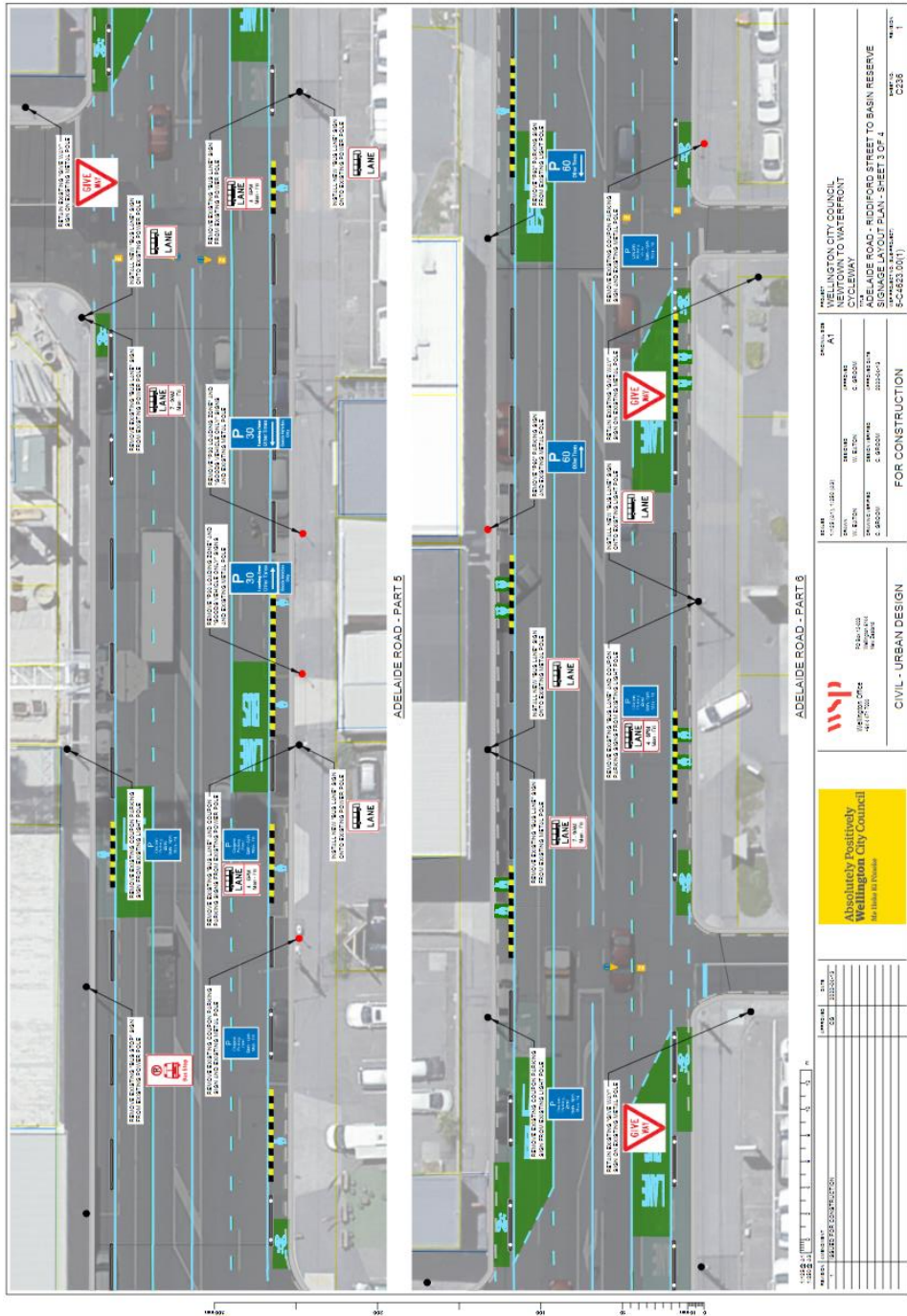


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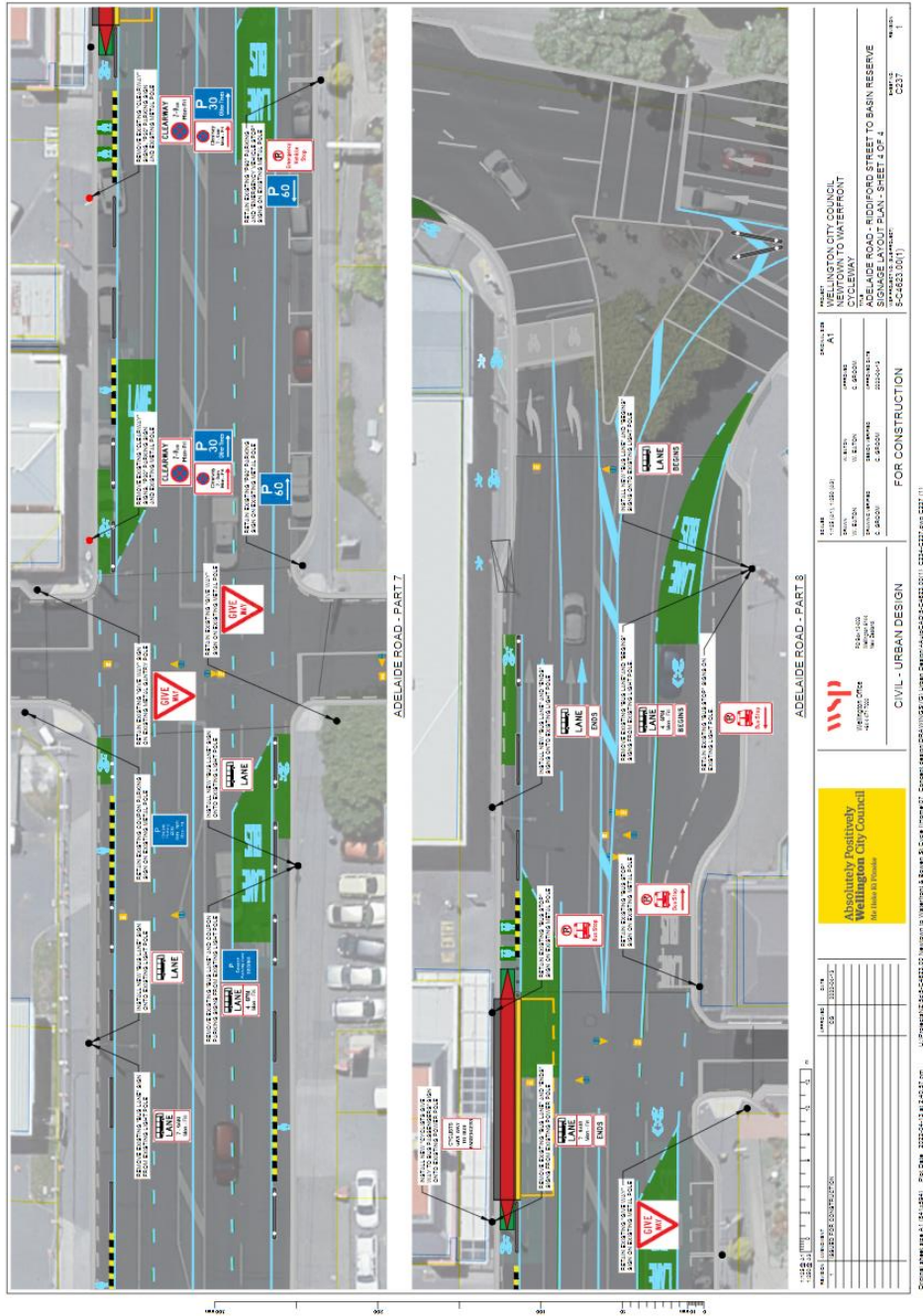
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The image displays two aerial maps of city streets with proposed parking signage. The left map shows Main Street, with signs for 120, 10, 60, and 40 parking spaces. The right map shows Hall Street, with signs for 10, 40, and 60 parking spaces. Both maps include speed limit signs (40 and 50) and various 'P' signs indicating parking zones and restrictions. A metadata table is located at the bottom right of the maps.

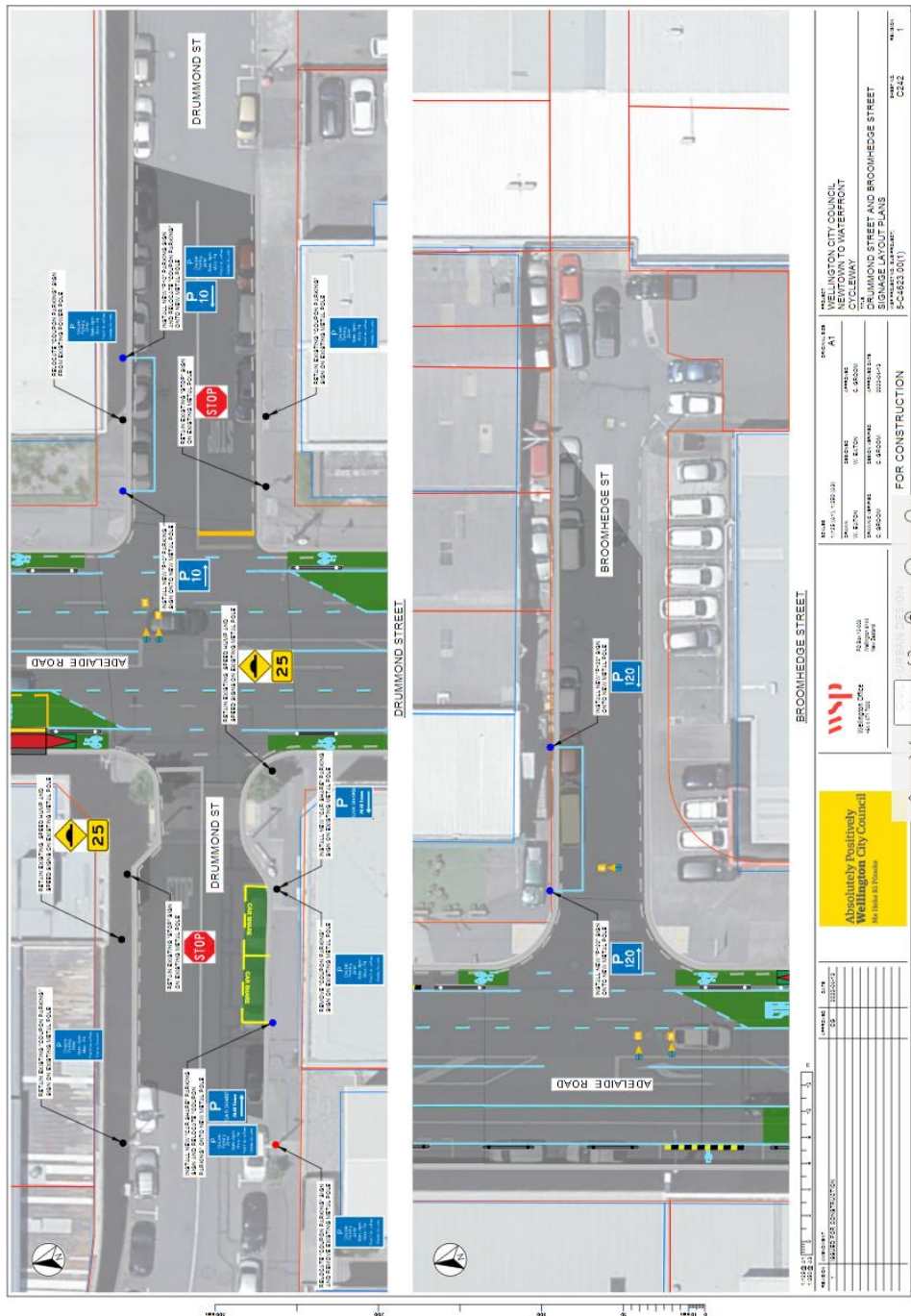
PROJECT	WELLINGTON CITY COUNCIL CIVILIAN CYCLEWAY MAIN STREET AND HALL STREET SIGNAGE LAYOUT PLANS
DATE	15/09/2022
ISSUE NO	A1
ISSUE DATE	15/09/2022
ISSUE BY	WSP
ISSUE FOR	FOR CONSTRUCTION
ISSUE NO	1
ISSUE DATE	15/09/2022
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ISSUE NO	1
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ISSUE BY	WSP
ISSUE FOR	FOR CONSTRUCTION

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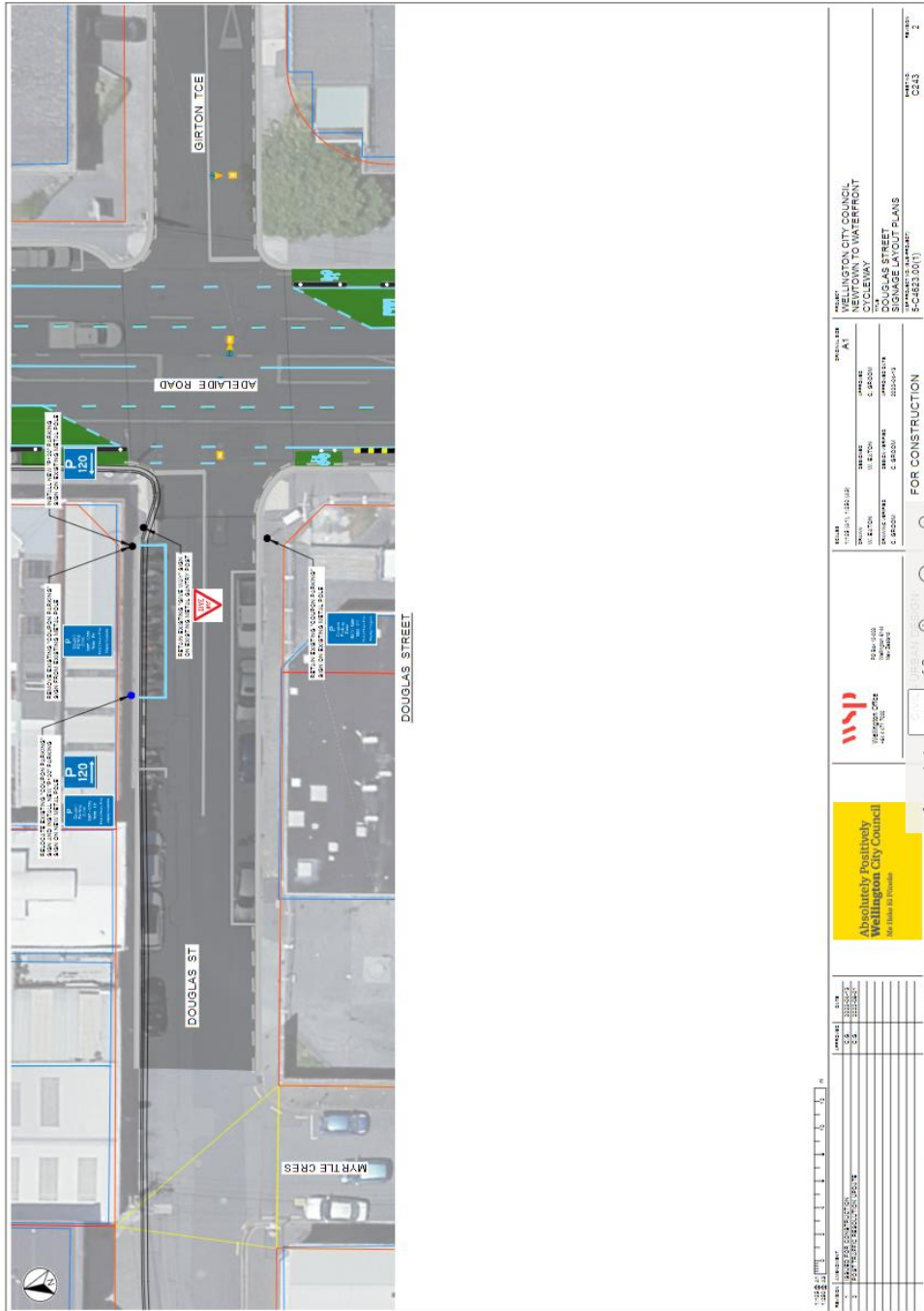
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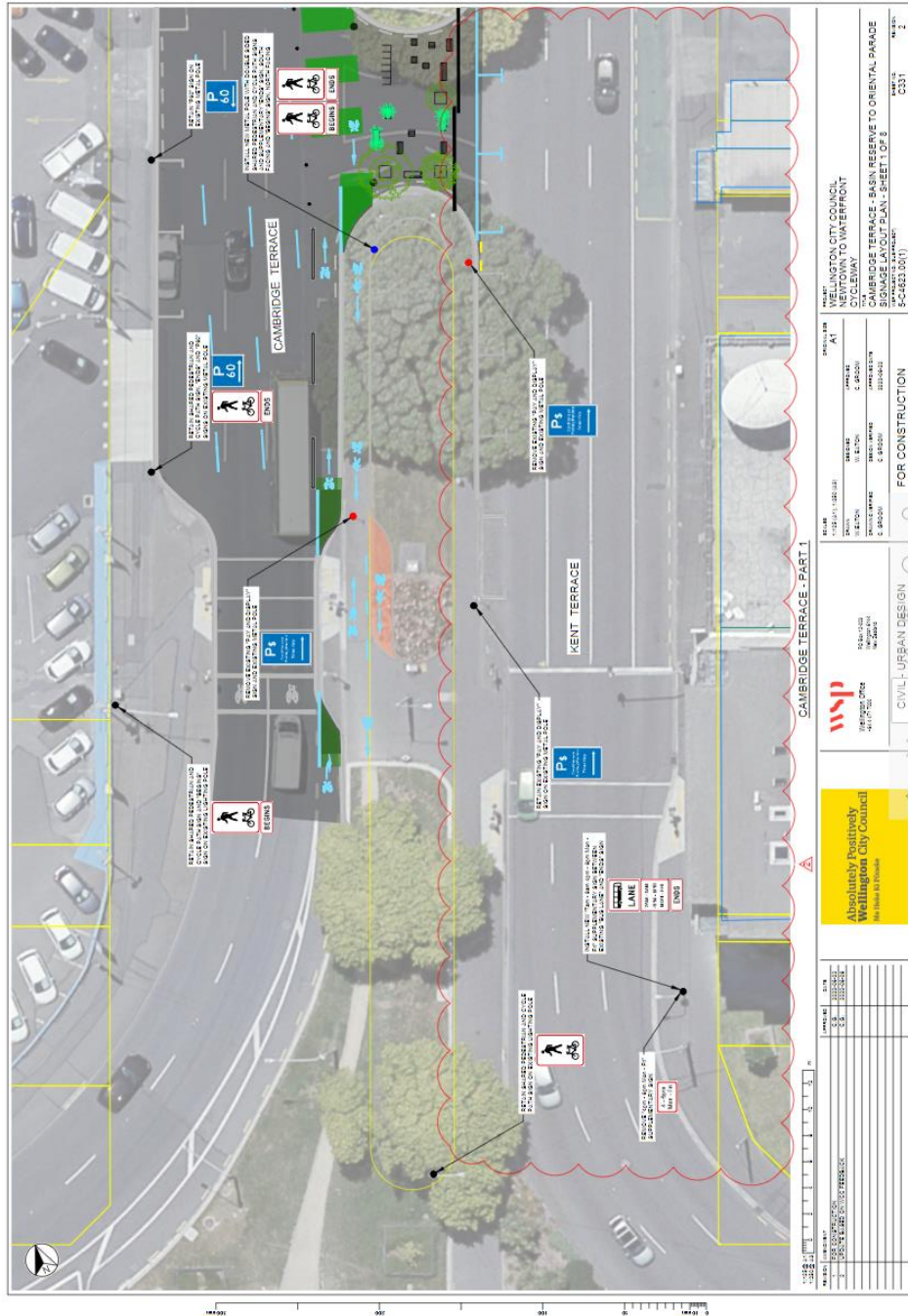
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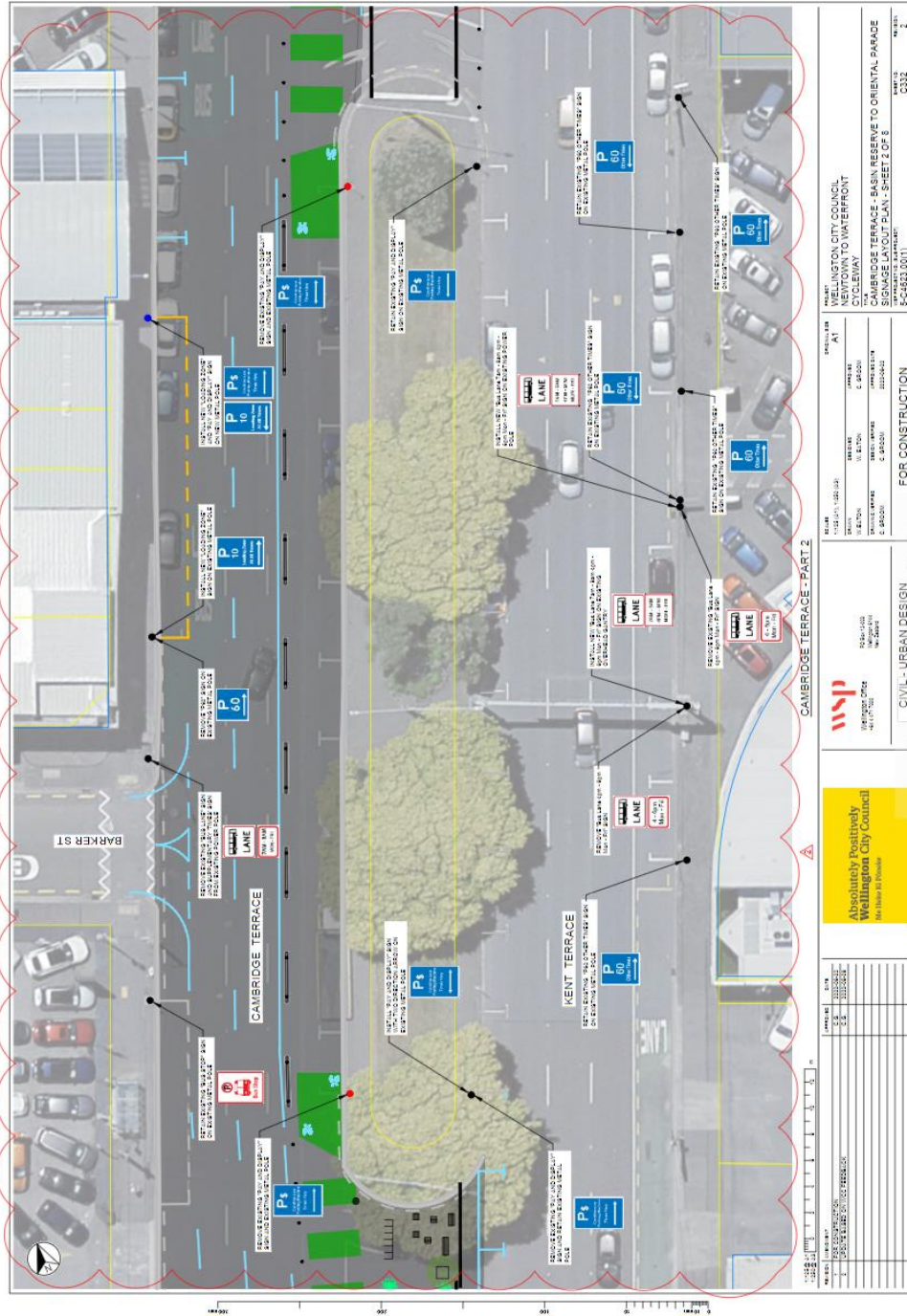
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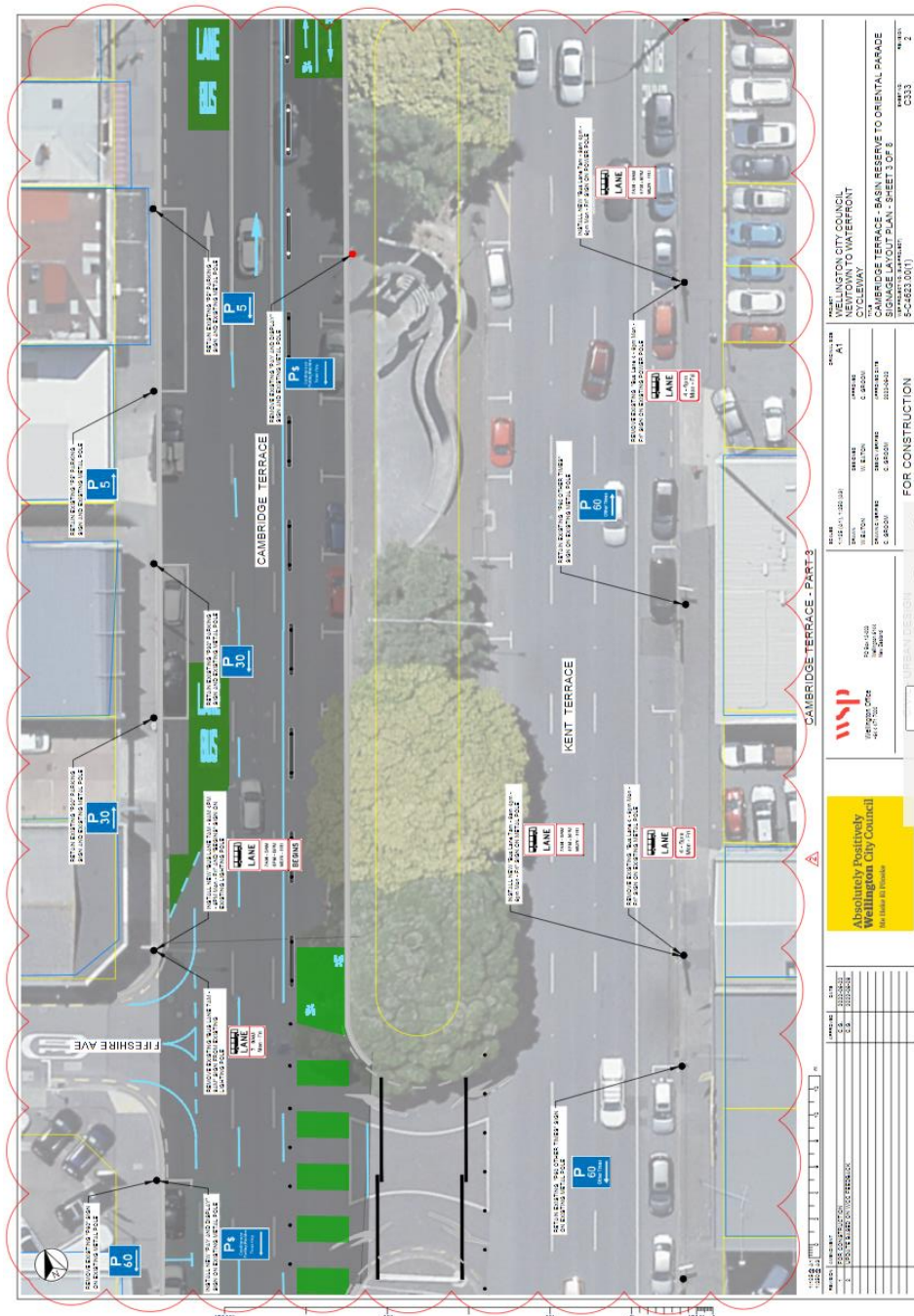
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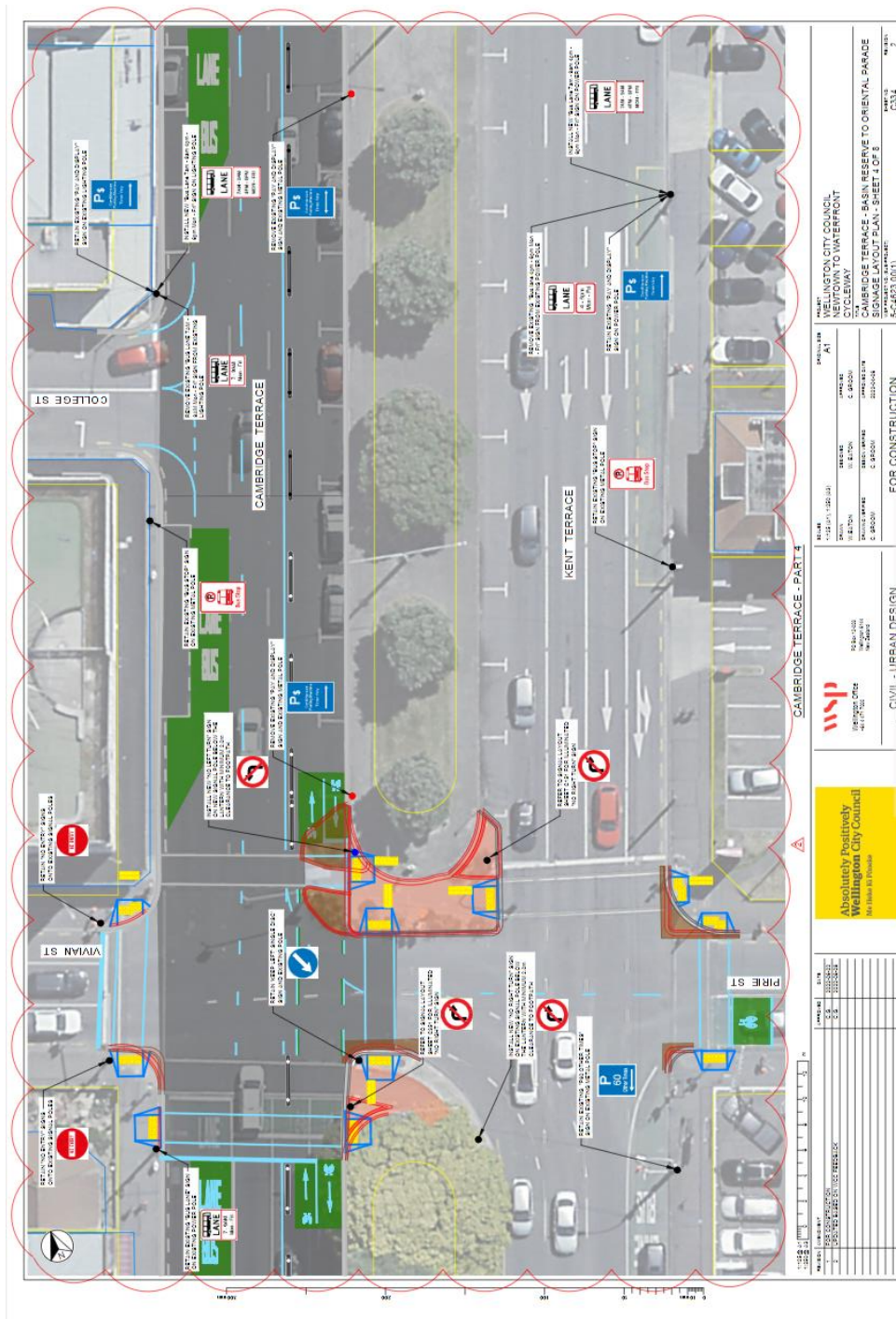
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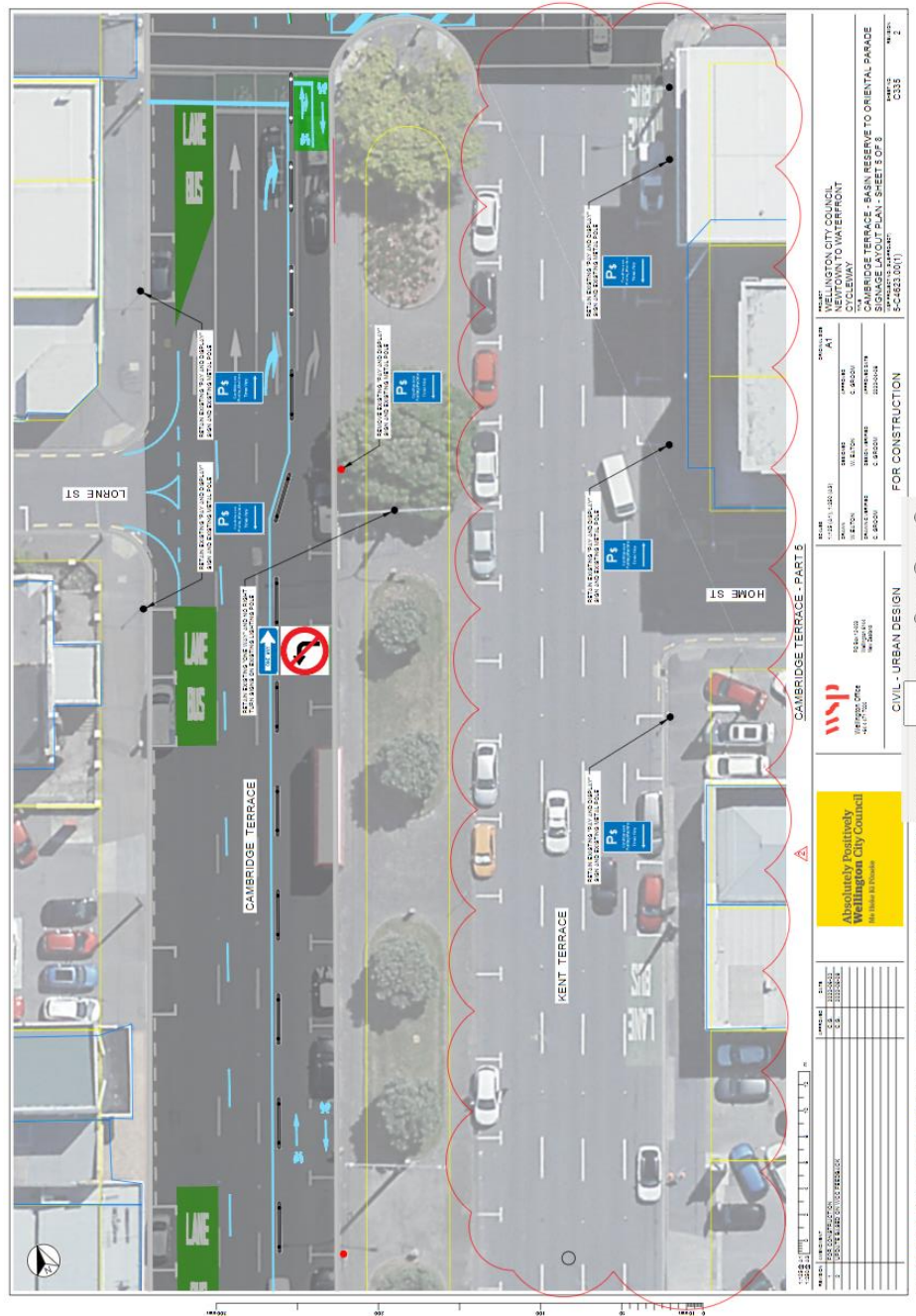
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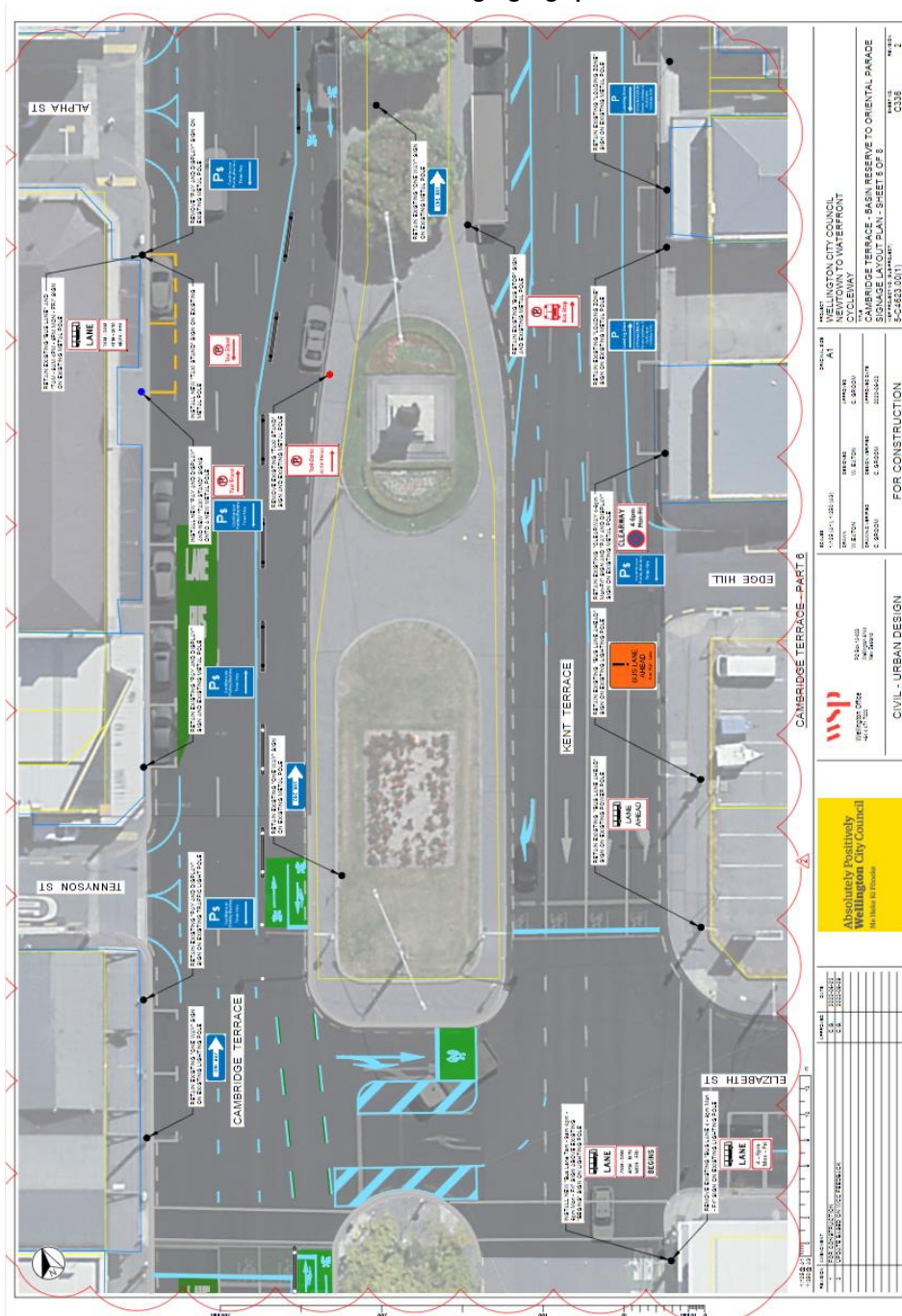
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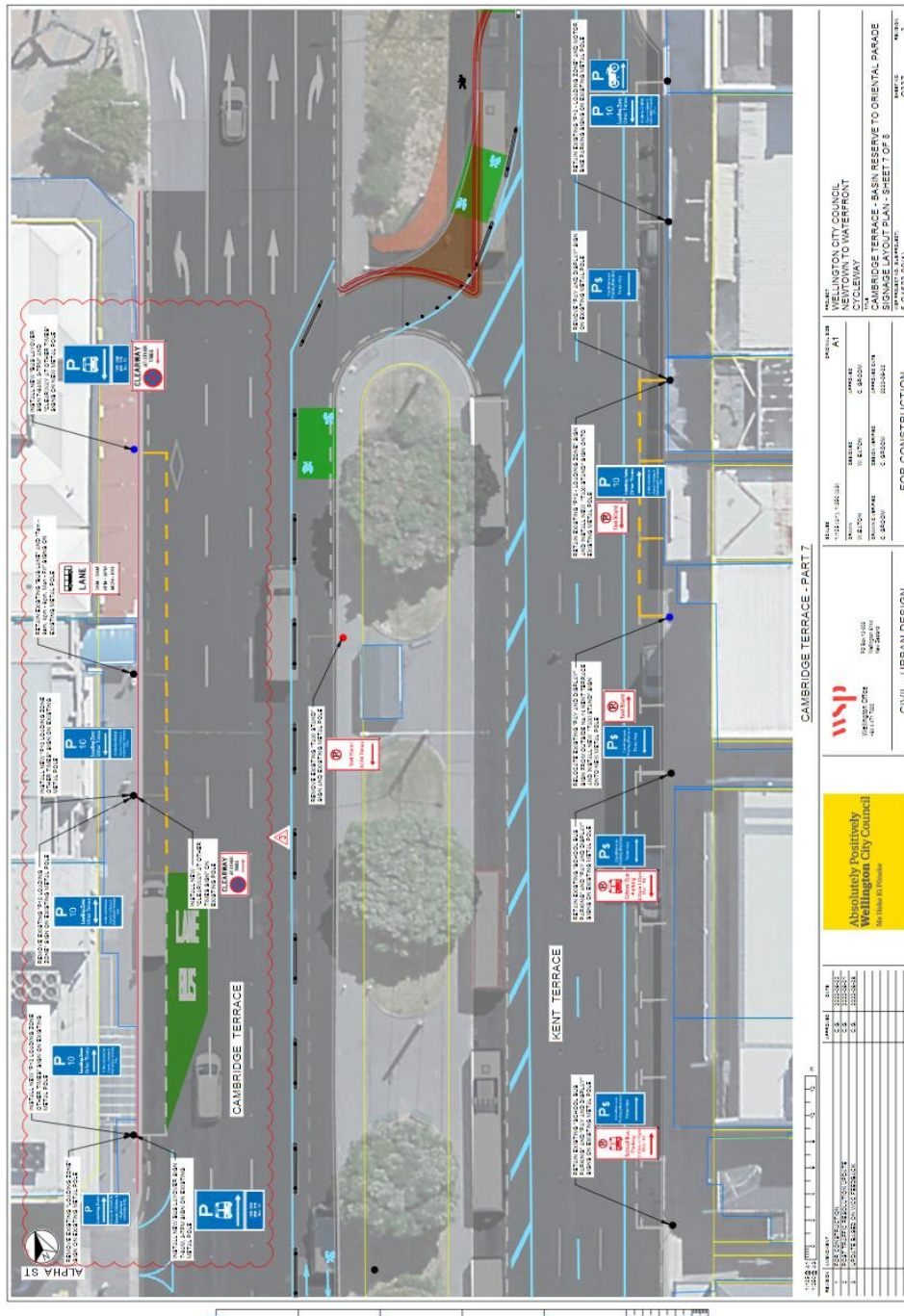
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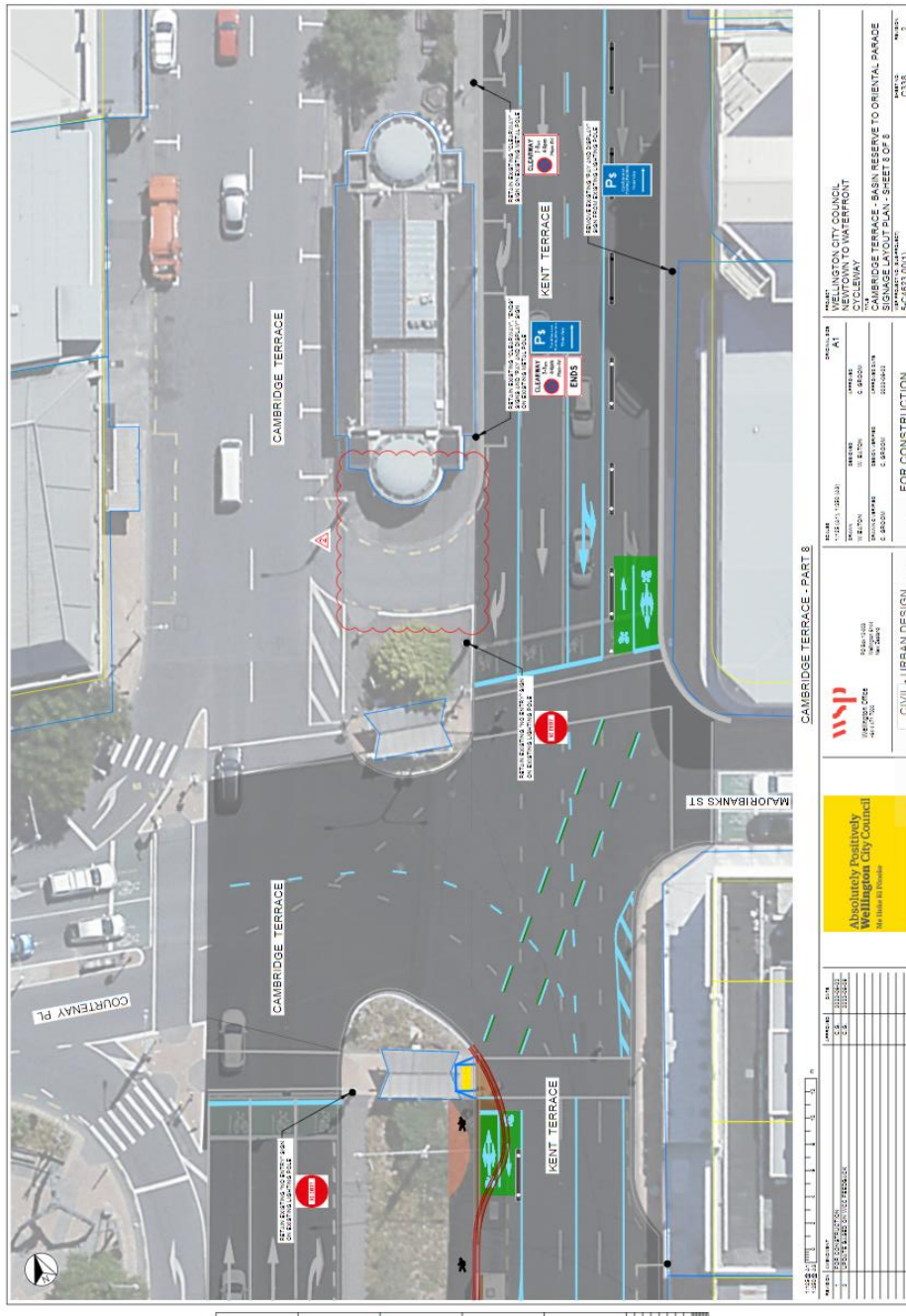
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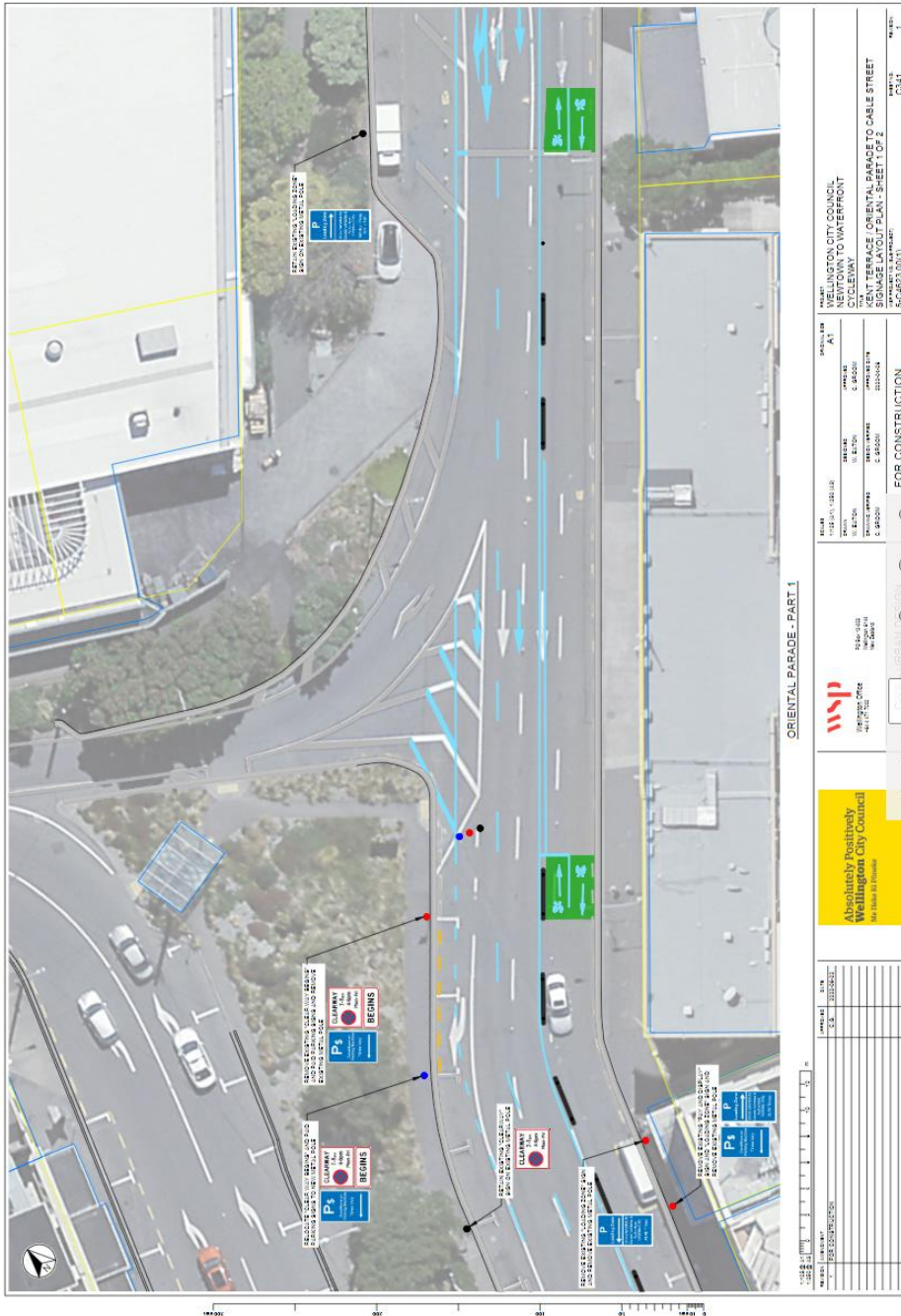
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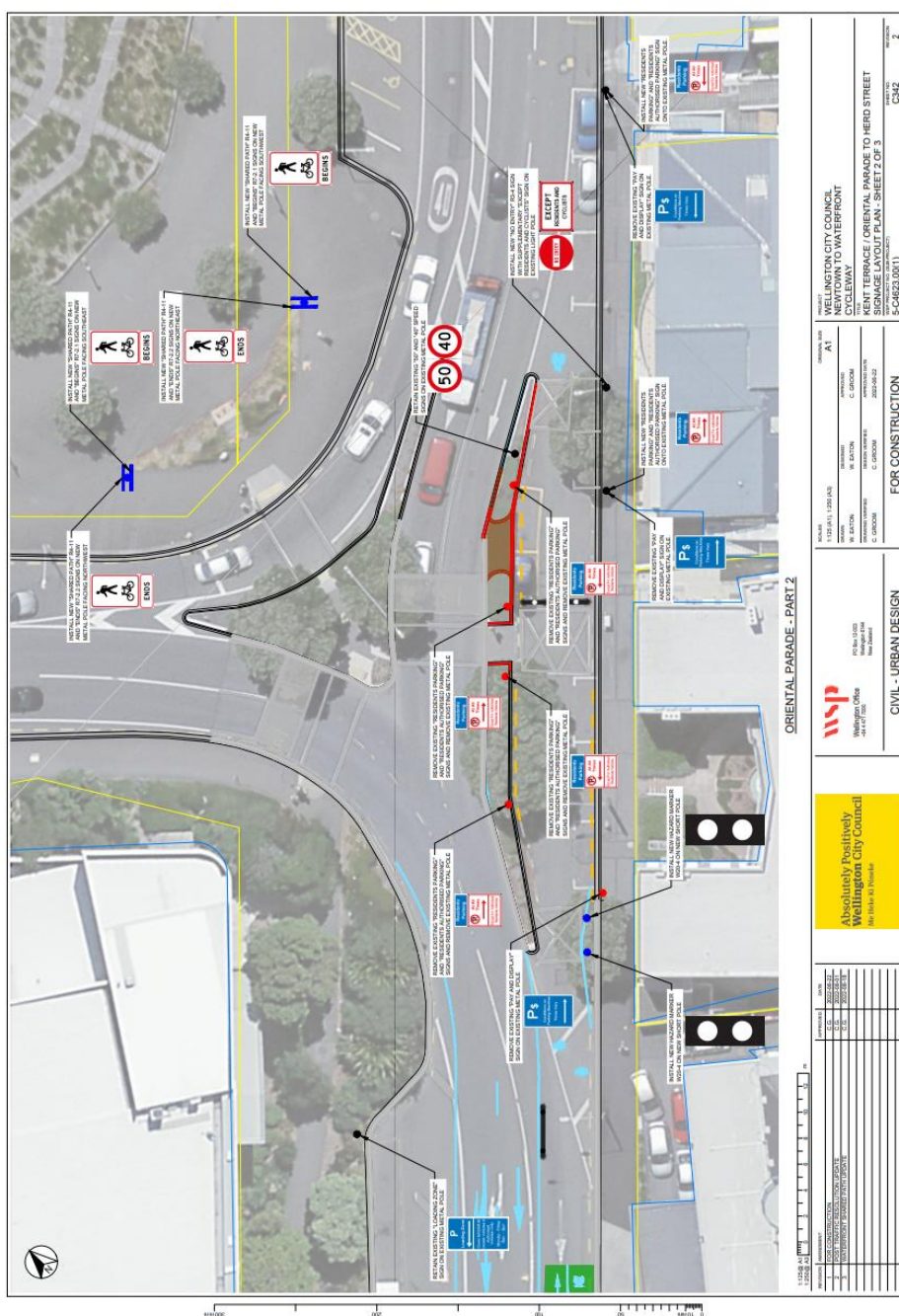
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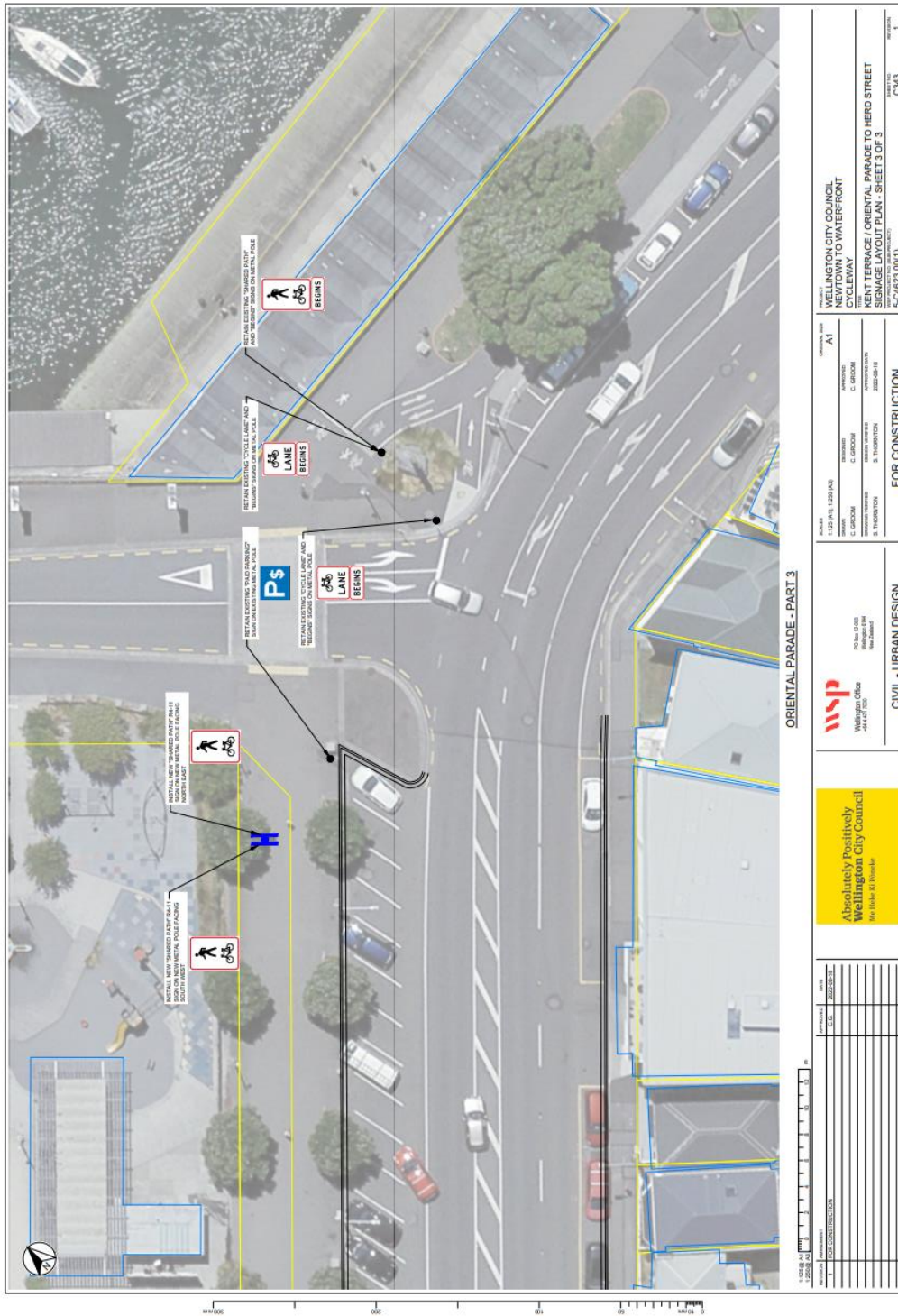
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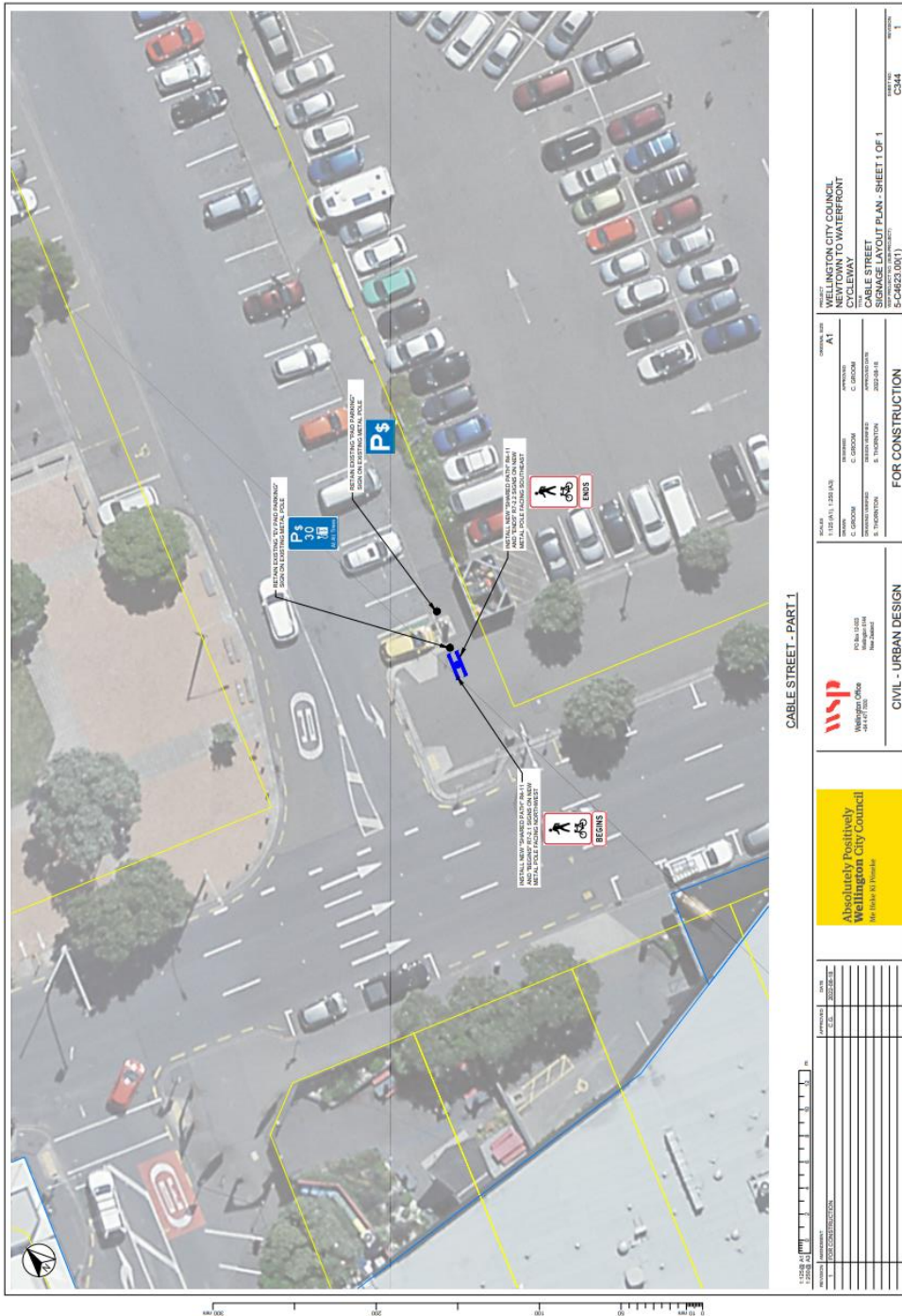


ORIENTAL PARADE - PART 3

<p>PROJECT: WELLINGTON CITY COUNCIL NEWTON TO WATERFRONT CYCLEWAY</p>	<p>DATE: 2022-08-18</p> <p>SCALE: A1</p> <p>STATUS: FOR CONSTRUCTION</p>	<p>CLIENT: Wellington City Council</p> <p>DESIGNER: WSP Civil - Urban Design</p>
<p>APPROVED BY: [Signature]</p> <p>DATE: 2022-08-18</p>	<p>PROJECT NO.: 5-64623(001)</p> <p>SHEET NO.: 1</p>	<p>WSP Wellington City Council 4th Floor, 41 Teatero Wellington, New Zealand</p>

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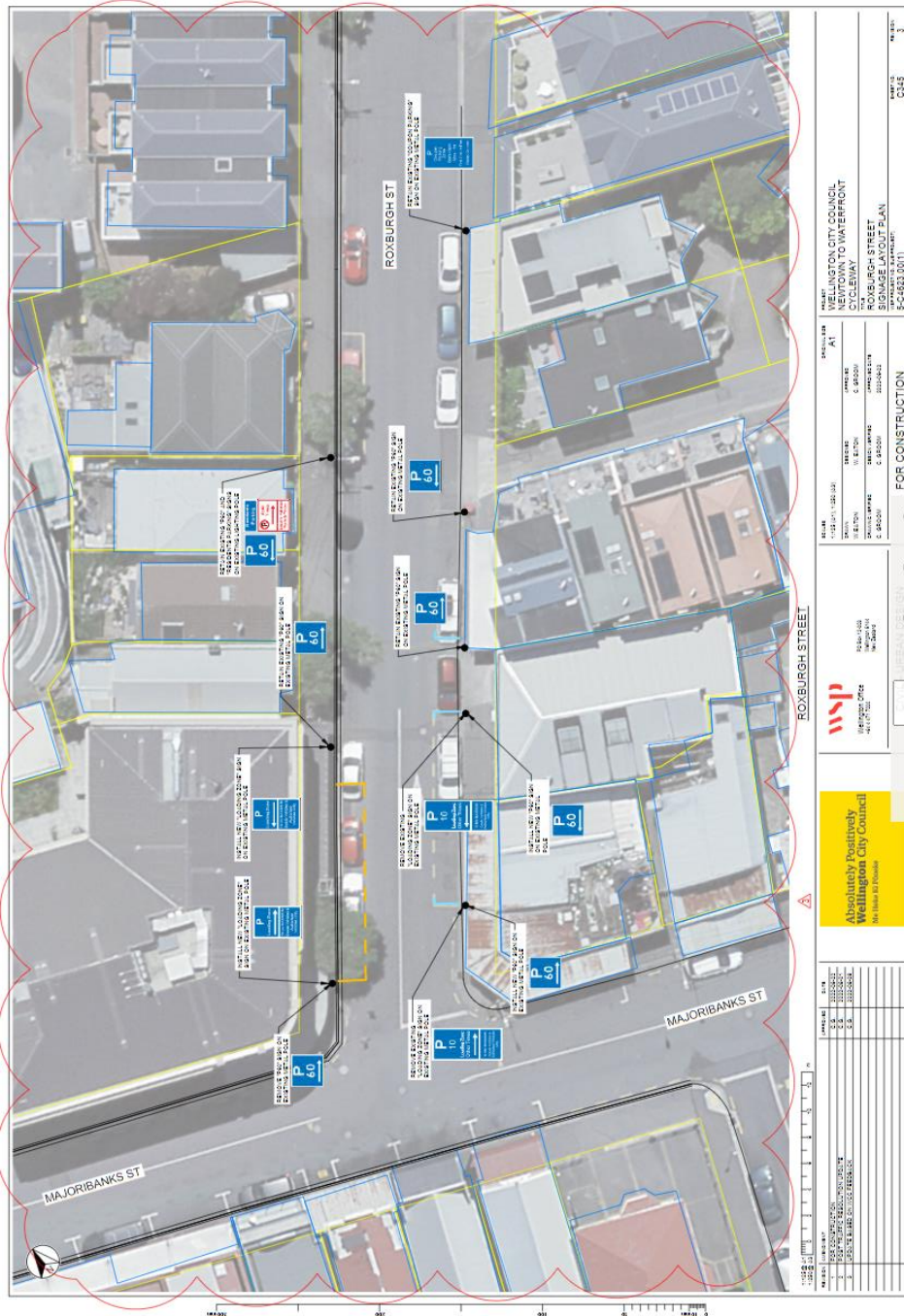


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Legal Description:

Add to Schedule I (Cycleway) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Riddiford Street	Cycleway, at all times	East side, commencing at its intersection with Adelaide Road (Grid coordinates X= 1,748,840.4m Y= 5,425,603.0m) and extending in a southerly direction following the eastern kerb for 399.44 metres.
Riddiford Street	Cycleway, at all times	West side, commencing 8 metres north of its intersection with Hall Street (Grid coordinates X= 1,748,908.4m Y= 5,425,207.8m) and extending in a northerly direction following the western kerb for 252.80 metres.
Adelaide Road	Cycleway, at all times	East side, commencing 5 metres south of its intersection with Girton Street (Grid coordinates X= 1,748,979.2m Y= 5,426,158.3m) and extending in a southerly direction following the eastern kerb line for 567.16metres.
Adelaide Road	Cycleway, at all times	West side, commencing 142 metres south of its intersection with John Street (Grid coordinates X= 1,748,826.0m Y= 5,425,617.5m) and extending in a northerly direction following the western kerb line for 521.36 metres.
Cambridge Terrace	Bi-directional Cycleway, at all times	East side, commencing 43.1 metres north of its intersection with Buckle Street (Grid coordinates X= 1,749,067.0m Y= 5,426,471.2m) and extending in a northerly direction following the eastern kerb line for 576.82 metres.
Kent Terrace	Bi-directional Cycleway, at all times	West side, commencing at its intersection with Courtenay Place (Grid coordinates X= 1,749,360.0m Y=5,427,058.3m) and extending in a southerly direction following the western kerb line for 30 metres.
Kent Terrace	Bi-directional Cycleway, at all times	East side, commencing at its intersection with Majoribanks Street (Grid coordinates X= 1,749,381.9m Y=5,427,069.9m) and extending in a northerly direction following the eastern kerb line for 183.38 metres

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

Column One	Column Two	Column Three
Riddiford Street	<i>Bus lane, at all times</i>	<i>West side, commencing 8 metres north of its intersection with Hall Street (Grid coordinates X= 1,748,908.4m Y= 5,425,207.8m) and extending in a northerly direction following the western kerb for 369.61 metres.</i>
Adelaide Road	<i>Bus lane, at all times</i>	<i>East side, commencing at its intersection with Rugby Street (Grid coordinates X= 1,749,013.9m Y= 5,426,271.7m) and extending in a southerly direction following the eastern kerb line for 433.95 metres.</i>
Adelaide Road	<i>Bus lane, at all times</i>	<i>West side, commencing at its intersection with John Street (Grid coordinates X= 1,748,826.0m Y= 5,425,617.5m) and extending in a northerly direction following the western kerb line for 625.48 metres.</i>
Cambridge Terrace	<i>Bus lane, 7am-9am, 4pm-6pm Monday – Friday</i>	<i>West side, commencing at its intersection with Barker Street (Grid coordinates X= 1,749,124.3m Y= 5,426,587.1 m) and extending in a northerly direction following the western kerb line for 439.6 metres.</i>
Kent Terrace	<i>Bus lane, 7am – 9am, 4pm-6pm Monday – Friday</i>	<i>East side, commencing at its intersection with Elizabeth Street (Grid coordinates X= 1,749,293.5m Y= 5,426,873.8m) and extending in a southerly direction following the eastern kerb line for 406.31 metres.</i>
Cambridge Terrace	<i>Bus layover, 7am-9am, 3-7pm Monday – Friday</i>	<i>West side, commencing 35.9 meters south of its intersection with Courtenay Place (Grid coordinates X= 1,749,333.2m Y= 5,427,058.7m) and extending in a southerly direction following the western kerb line for 32 metres.</i>
Riddiford Street	<i>Buses and Cyclist may go straight ahead from left lane</i>	<i>Riddiford Street northbound left-hand lane at the Adelaide Road intersection. (Grid coordinates X= 1,748,829.6m Y= 5,425,585.1m)</i>
Cambridge Terrace	<i>Taxi Stand, at all times</i>	<i>West side, commencing 34 meters north of its intersection with Tennyson Street (Grid coordinates X= 1,749,271.7m Y= 5,426,912.5m) and extending in a northerly direction following the western kerb line for 12 metres. (2 parallel parking spaces)</i>

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Kent Terrace	<i>Taxi Stand, at all times</i>	<i>East side, commencing 54 metres south of its intersection with Majoribanks Street (Grid coordinates X= 1,749,381.9m Y=5,427,069.9m) and extending in a southerly direction following the eastern kerb line for 18 metres. (3 parking spaces)</i>
Riddiford Street	<i>Loading Zone, P10 7pm-7am Monday - Sunday</i>	<i>East side, commencing 28 metres south of its intersection with John Street and Adelaide Road (Grid coordinates x= 1748841.0 m, y= 5425600.3 m), and extending in a southerly direction following the eastern kerb line for 8 metres.</i>
Cambridge Terrace	<i>Loading Zone, P10 at all times</i>	<i>West side, commencing 11.5 metres north of its intersection with Barker Street (Grid Coordinates X=1,749,125.4m, Y=5,426,586.6m) and extending in a northerly direction following the western kerb line for 24 metres. (5 parallel parking spaces)</i>
Roxburgh Street	<i>Loading Zone, P30 at all times</i>	<i>North side, commencing 5 metres northeast of its intersection with Majoribanks Street (Grid Coordinates X= 1,749,444.8 m, Y= 5,427,041.2 m) and extending in a northerly direction following the western kerb line for 12 metres. (2 parallel parking spaces)</i>
Adelaide Road	<i>Bus Stop, At all times</i>	<i>West side, commencing 242.5 metres north of its intersection with John Street (Grid coordinates X= 1,748,826.0m Y= 5,425,617.5m) and extending in a northerly direction following the western kerb line for 20 metres.</i>
Adelaide Road	<i>Shared path, at all times. Pedestrians have priority.</i>	<i>West side, commencing its intersection with Rugby Street (Grid Coordinates X= 1,748,996.7m, Y= 5,426,283.0m) and extending in a southerly direction following the western footpath for 23 metres.</i>
Rugby Street	<i>Shared path, at all times. Pedestrians have priority.</i>	<i>South side, commencing its intersection with Adelaide Road (Grid Coordinates X= 1,748,996.7m, Y= 5,426,283.0m) and extending in westerly direction following the southern footpath for 8 metres.</i>

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Cambridge Terrace	<i>Shared path, at all times. Pedestrians have priority.</i>	<i>East side, commencing 43.1 metres north of its intersection with Buckle Street (Grid coordinates X= 1,749,067.0m Y= 5,426,471.2m) and extending in a northerly direction following the eastern footpath for 40 metres.</i>
Cable Street	<i>Shared path, at all times. Pedestrians have priority.</i>	<i>Northeast side, commencing at its intersection with Oriental Parade (Grid coordinates X= 1,749,484.7 m Y= 5,427,224.5m) and extending in a northerly direction following the north-eastern footpath for 256.6 metres.</i>
Oriental Parade	<i>Shared path, at all times. Pedestrians have priority.</i>	<i>Northwest side, commencing at its intersection with Oriental Parade (Grid coordinates X= 1,749,484.7 m Y= 5,427,224.5m) and extending in a northerly direction following the north-western footpath for 145.4 metres.</i>

Add to Schedule A (Time limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Mein Street	<i>P120 parking 8am-8pm Monday- Sunday</i>	<i>South side, commencing 70 metres west of its intersection with Minerva Street (Grid coordinates X= 1,749,049.2m Y=5,425,221.3m) and extending in a westerly direction following the southern kerb line for 34.5 metres. (5 parallel parks)</i>
Mein Street	<i>P120 parking 8am-8pm Monday- Sunday</i>	<i>North side, commencing 23.2 metres east of its intersection with Riddiford Street (Grid coordinates X= 1,748,929.1m Y=5,425,204.8m) and extending in an easterly direction following the northern kerb line for 35 metres. (6 parallel parks)</i>
Mein Street	<i>P120 parking 8am-8pm Monday- Sunday</i>	<i>North side, commencing 70 metres east of its intersection with Riddiford Street (Grid coordinates X= 1,748,929.1m Y=5,425,204.8m) and extending in an easterly direction following the northern kerb line for 24 metres. (5 parallel parks)</i>
Mein Street	<i>P10, pick up and drop off 8:30am-9am and 2:45pm -3:15pm Monday – Friday during school terms only.</i>	<i>South side, commencing 33.5 metres west of its intersection with Minerva Street (Grid coordinates X= 1,749,049.2m Y=5,425,221.3m) and extending in a westerly direction following the southern kerb line for 24.5 metres. (5 parallel parks)</i>

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Mein Street	<i>P120 parking 9-2:45pm, 3:15-8pm Monday – Friday, 8am-8pm Saturday - Sunday</i>	<i>South side, commencing 33.5 metres west of its intersection with Minerva Street (Grid coordinates X= 1,749,049.2m Y=5,425,221.3m) and extending in a westerly direction following the southern kerb line for 24.5 metres. (5 parallel parks)</i>
Hall Street	<i>P10, 8am-8pm Monday- Sunday</i>	<i>South side, commencing 8 metres west of its intersection with Riddiford Street (Grid coordinates X= 1,748,911.6m Y=5,425,198.4m) and extending in a westerly direction following the southern kerb line for 18 metres. (2 parallel parks)</i>
Hall Street	<i>P30, 8am-8pm Monday – Sunday</i>	<i>North side, commencing 8 metres west of its intersection with Riddiford Street (Grid coordinates X= 1,748,906.3 m Y= 5,425,208.3 m) and extending in a westerly direction following the northern kerb line for 18 metres. (3 parallel parks)</i>
Riddiford Street	<i>P60, 8am-8pm Monday – Sunday</i>	<i>East side, commencing 39.4 meters south of its intersection with Mein Street (Grid coordinates X= 1,748,927.2m Y=5,425,194.9) And extending in a southerly direction following the eastern kerb line for 24 meters. (4 parallel parks)</i>
Drummond Street	<i>P10, 8am-8pm Monday- Sunday</i>	<i>North side, commencing 5 metres east of its intersection with Adelaide Road (Grid coordinates X= 1,748,900.3m Y= 5,425,847.4m) and extending in an easterly direction following the northern kerb line for 12 metres. (2 parallel parks)</i>
Broomhedge Street	<i>P120, 8am-8pm Monday – Sunday</i>	<i>North side, commencing 5 metres east of its intersection with Adelaide Road (Grid coordinates X= 1,748,923.3m Y= 5,425,937.1m) and extending in an easterly direction following the northern kerb line for 12 metres. (2 parallel parks)</i>
Douglas street	<i>P120, 8am-8pm Monday – Sunday</i>	<i>North side, commencing 5 metres west of its intersection with Adelaide Road (Grid coordinates X= 1,748,966.9m Y= 5,426,167.2m) and extending in a westerly direction following the northern kerb line for 12 metres. (2 parallel parks)</i>

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

Column One	Column Two	Column Three
Cambridge Terrace	Metered parking, P10 hours Maximum, Monday to Sunday 8am-8pm	West side, commencing 35.5 metres north of its intersection with Barker Street (Grid Coordinates X=1,749,125.4m, Y=5,426,586.6m) and extending in a northerly direction following the western kerb line for 24 metres. (4 parallel parking spaces)
Kent Terrace	Metered parking, P10 hours Maximum, Monday to Sunday 8am-8pm	West side, commencing 182.5 metres south of its intersection with the southern kerblines of Pirie Street (Grid coordinates x= 1,7492,10.9 m, y= 5,426,723.1 m), and extending in a southerly direction following the western kerblines for 27 metres. (4 parallel carparks)

Add to Schedule E (Resident parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Oriental Parade, slip lane	No Stopping Except for Authorised Resident Vehicles, At All Times	Southeast side, commencing 91.8 metres east of its intersection with Kent Terrace (Grid coordinates x= 1,749,440.2 m, y= 5,427,161.2 m), and extending in a north easterly direction following the south-eastern kerb line for 6 metres. (1 parallel carparks)
Oriental Parade, slip lane	No Stopping Except for Authorised Resident Vehicles, At All Times	Southeast side, commencing 99 metres east of its intersection with Kent Terrace (Grid coordinates x= 1,749,440.2 m, y= 5,427,161.2 m), and extending in a south-eastern direction following the south-eastern kerb line for 22.5 metres. (4 parallel carparks)

Delete from Schedule A (Time limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Mein Street	P60, Monday to Saturday, 8:00am - 6:00pm	South side, commencing 70 metres west of its intersection with Minerva Street and extending in a westerly direction following the southern kerblines for 34.5 metres.

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Mein Street	<i>P10, Monday to Saturday, 8:00am - 6:00pm</i>	<i>South side, commencing 33.5 metres west of its intersection with Minerva Street and extending in a westerly direction following the southern kerbline for 24.5 metres.</i>
Hall Street	<i>P5, Monday to Saturday, 8:00am - 6:00pm</i>	<i>South side, commencing 8 metres west of its intersection with Riddiford Street and extending in a westerly direction following the southern kerbline for 18 metres.</i>
Riddiford Street	<i>P60, Monday to Sunday, 8:00am - 6:00pm</i>	<i>West side, commencing 21 metres north of its intersection with Hall Street and extending in a northerly direction following the western kerbline for 19 metres.</i>
Riddiford Street	<i>P60, Monday to Sunday, 8:00am - 6:00pm</i>	<i>West side, commencing 56 metres north of its intersection with Hall Street and extending in a northerly direction following the western kerbline for 11 metres.</i>
Riddiford Street	<i>P60, Monday to Sunday, 8:00am - 6:00pm</i>	<i>West side, commencing 79 metres north of its intersection with Hall Street and extending in a northerly direction following the western kerbline for 29 metres.</i>
Riddiford Street	<i>P60, Monday to Sunday, 8:00am - 6:00pm</i>	<i>West side, commencing 117 metres north of its intersection with Hall Street and extending in a northerly direction following the western kerbline for 17 metres.</i>
Riddiford Street	<i>P60, Monday to Sunday, 8:00am - 6:00pm</i>	<i>West side, commencing 138 metres north of its intersection with Hall Street and extending in a northerly direction following the western kerbline for 6 metres.</i>
Riddiford Street	<i>P60, Monday to Sunday, 8:00am - 6:00pm</i>	<i>West side, commencing 154 metres north of its intersection with Hall Street and extending in a northerly direction following the western kerbline for 12 metres.</i>
Riddiford Street	<i>P60, Monday to Sunday, 8:00am - 6:00pm</i>	<i>East side, commencing 218 metres south of an extension of the southern kerbline of John Street and extending in a southerly direction following the eastern kerbline for 66 metres.</i>
Riddiford Street	<i>P60, Monday to Sunday, 8:00am - 6:00pm</i>	<i>East side, commencing 316 metres south of an extension of the southern kerbline of John Street and extending in a southerly direction following the eastern kerbline for 59 metres.</i>
Riddiford Street	<i>P10, at all times</i>	<i>West side, commencing 179 metres north of its intersection with Hall Street and extending in a northerly direction following the western kerbline for 6 metres.</i>

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Riddiford Street	<i>P15, Monday to Sunday 8:00am - 5:00pm.</i>	<i>East side, commencing 34 metres south of its intersection with John Street and Adelaide Road (Grid coordinates x= 1748841.0 m, y= 5425600.3 m), and extending in a southerly direction following the eastern kerbline for 20.5 metres.</i>
Riddiford Street	<i>P15, Monday to Sunday 8:00am - 5:00pm.</i>	<i>East side, commencing 61.5 metres south of its intersection with John Street and Adelaide Road (Grid coordinates x= 1748841.0 m, y= 5425600.3 m), and extending in a southerly direction following the eastern kerbline for 10.5 metres.</i>
Riddiford Street	<i>P60, Monday to Sunday, 8:00am - 6:00pm</i>	<i>East side, commencing 316 metres south of an extension of the southern kerbline of John Street and extending in a southerly direction following the eastern kerbline for 59 metres.</i>
Adelaide Road	<i>P60, Monday to Friday, 9:00am - 4:00pm</i>	<i>West side, commencing 85 metres north of its intersection with Drummond Street (Grid coordinates, x= 488864.2m, y= 5425850.5m), and extending in a northerly direction following the western kerbline for 16 metres (3 parallel parking spaces).</i>
Adelaide Road	<i>P60, Monday to Friday, 9:00am - 4:00pm</i>	<i>West side, commencing 6 metres north of its intersection with Drummond Street (Grid coordinates, x= 488864.2m, y= 5425850.5m), and extending in a northerly direction following the western kerbline for 13 metres (2 parallel parking spaces).</i>
Adelaide Road	<i>P60, Monday to Friday, 9:00am - 4:00pm</i>	<i>West side, commencing 55 metres north of its intersection with Drummond Street (Grid coordinates, x= 488864.2 m, y= 5425850.5 m), and extending in a northerly direction following the western kerbline for 22 metres (4 parallel parking spaces).</i>
Adelaide Road	<i>P60, Monday to Saturday, 9:00am - 6:00pm</i>	<i>West side, commencing 60 metres north of its intersection with King Street and extending in a northerly direction following the western kerbline for 23.5 metres.</i>
Cambridge Terrace	<i>P60, Monday to Saturday 8:00am - 6:00pm</i>	<i>West side, commencing 11.5 metres north of its intersection with Barker Street (Grid Coordinates X=2659144.967126 m, Y=5988299.76282 m) and extending in a northerly direction following the kerbline for 50 metres.</i>

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Roxburgh Street	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>Westside commencing 24 metres of its intersection with Majoribanks Street and extending in a northerly direction following the western kerbline for 6.0 metres.</i>
Roxburgh Street	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 24 metres west of its intersection with Majoribanks Street and extending in a northerly direction following the western kerbline for 12.5 metres.</i>

Delete from Schedule B (Class restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Riddiford Street	<i>Taxi stands, At all times</i>	<i>East side, commencing 200 metres south of an extension of the southern kerbline for John Street and extending in a southerly direction following the eastern kerbline for 18 metres.</i>
Riddiford Street	<i>Loading Zone, P10 At all times</i>	<i>East side, commencing 26 metres south of its intersection with John Street and Adelaide Road (Grid coordinates x= 1748841.0 m, y= 5425600.3 m), and extending in a southerly direction following the eastern kerbline for 8 metres.</i>
Adelaide Road	<i>Loading Zone, P30 Monday to Friday 8:00am - 4:00pm.</i>	<i>East side, commencing 55.5 metres south of its intersection with Oxford Street (Grid coordinates x=1,748,952.1, y = 5,426,047.8), and extending in a southerly direction following the eastern kerbline for 10 metres.</i>
Adelaide Road	<i>Bus Stop, At all times</i>	<i>West side, commencing 92 metres north of its intersection with John Street and extending in a northerly direction following the western kerbline for 32 metres.</i>
Adelaide Road	<i>Bus Stop, At all times</i>	<i>West side, commencing 50 metres south of its intersection with King Street and extending in a southerly direction following the western kerbline for 34 metres.</i>
Adelaide Road	<i>Bus Stop, At all times</i>	<i>West side, commencing 100.5 metres north of its intersection with Drummond Street and extending in a northerly direction following the western kerbline for 38 metres.</i>

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Adelaide Road	<i>Bus Lane, Monday to Friday 4 - 6pm, lane may be used by bicycles, motorcycles, emergency vehicles, traffic enforcement, 'in-service' taxis, and any vehicle for 50m turning into or out of a side street or property.</i>	<i>Kerbside south-bound lane, commencing 22 metres south of its intersection with Rugby Street (Grid coordinates x= 1749012.8 m, y= 5426273.8 m), and extending in a southerly direction following the eastern kerbline and incorporating all kerbside parking spaces for 650 metres.</i>
Adelaide Road	<i>Bus Lane, Monday to Friday 7 - 9am, lane may be used by bicycles, motorcycles, emergency vehicles, traffic enforcement, 'in-service' taxis, and any vehicle for 50m turning into or out of a side street or property.</i>	<i>Kerbside north-bound lane, commencing 37 metres north of its intersection with John Street (Grid coordinates x= 1748827.9 m, y= 5412617.9 m), and extending in a northerly direction following the western kerbline and incorporating all kerbside parking spaces for 591metres.</i>
Cambridge Terrace	<i>Taxi stand, at all times</i>	<i>East side, commencing 73 metres north of its intersection with Elizabeth Street (Grid Coordinates X=2659295.727906 m, Y=5988608.045005 m) and extending in a northerly direction following the kerbline for 46.5 metres.</i>
Kent Terrace	<i>Loading Zone P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only</i>	<i>East side, following the kerb line 31.5 metres southwest of its intersection with Oriental Parade (Grid coordinates x= 1749428.5 m, y= 5427148.2 m), and extending in a southerly direction for 5.5 metres.</i>
Kent Terrace	<i>Bus Parking, At all times</i>	<i>West side, commencing 26.5 metres south of its intersection with the southern kerbline of Majoribanks Street (Grid Coordinates X=2659389.602642 m, Y=5988777.59823 m) and extending in a southerly direction following the kerbline for 21 metres.</i>
Cambridge Terrace	<i>Loading Zone, P10, At Other Times</i>	<i>West side, commencing 6.5 metres north of its intersection with Alpha Street (Grid Coordinates X=2659315.675928 m, Y=5988680.838196 m) and extending in a northerly direction following the kerbline for 20.5 metres.</i>

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Roxburgh Street	<i>Loading Zone, Goods Vehicles Only, P30 Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 68.5 metres south of its intersection with Caroline Street and extending in a southerly direction following the eastern kerbline for 14 metres.</i>
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Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cambridge Terrace	<i>Metered parking, P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>East side, commencing 67.5 metres north of its intersection with Buckle Street (Grid coordinates x= 1749066.1 m, y= 5426471.5 m), and extending in a northerly direction following the kerbline for 16.5 metres. (3 parallel carparks)</i>
Cambridge Terrace	<i>Metered parking, P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>East side, commencing 111 metres north of its intersection with Buckle Street (Grid coordinates x= 1749066.1 m, y= 5426471.5 m), and extending in a northerly direction following the kerbline for 71.5 metres. (12 parallel carparks)</i>
Cambridge Terrace	<i>Metered parking, P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>East side, commencing 209.5 metres north of its intersection with Buckle Street (Grid coordinates x= 1749066.1 m, y= 5426471.5 m), and extending in a northerly direction following the kerbline for 58.5 metres. (10 parallel carparks)</i>
Cambridge Terrace	<i>Metered parking, P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>East side, commencing 10 metres north of its intersection with Vivian Street (Grid coordinates x= 1749205.7 m, y= 5426736.3 m), and extending in a northerly direction following the kerbline for 115.5 metres. (19 parallel carparks)</i>

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Kent Terrace	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 4:00pm, Friday 8:00am - 4:00pm, 6:00pm - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	East side, following the kerb line 37 metres southwest of its intersection with Oriental Parade (Grid coordinates x= 1749428.5 m, y= 5427148.2 m), and extending in a southerly direction for 23 metres.
Oriental Parade	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Southeast side, following the kerbline 569 metres west of its intersection with Oriental Parade (Slip Lane 2 near Oriental Terrace) (Grid coordinates x= 1750077.4 m, y= 5427398.4 m), and extending in a south-westerly direction for 5.5 metres. (1 parallel carpark)
Oriental Parade	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Southeast side, following the kerbline 542.5 metres west of its intersection with Oriental Parade (Slip Lane 2 near Oriental Terrace) (Grid coordinates x= 1750077.4 m, y= 5427398.4 m), and extending in a south-westerly direction for 22.5 metres. (4 parallel carparks)
Oriental Parade	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Southeast side, following the kerbline 569 metres west of its intersection with Oriental Parade (Slip Lane 2 near Oriental Terrace) (Grid coordinates x= 1750077.4 m, y= 5427398.4 m), and extending in a south-westerly direction for 5.5 metres. (1 parallel carpark)

Delete from Schedule E (Resident Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Oriental Parade	No Stopping Except for Authorised Resident Vehicles, At All Times	Northwest side, commencing 23.5 metres southwest of its intersection with Oriental Parade (Grid Coordinates X=2659532.575936 m, Y=5988945.499657 m) and extending in a south-westerly direction following the kerbline for 10 metres. (2 parallel carparks)

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<i>Oriental Parade</i>	<i>No Stopping Except for Authorised Resident Vehicles, At All Times</i>	<i>Northwest side, commencing 8.5 metres southwest of its intersection with Oriental Parade (Grid Coordinates X=2659532.575936 m, Y=5988945.499657 m) and extending in a south-westerly direction following the kerbline for 9.5 metres. (2 parallel carparks)</i>
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Prepared By: Renee Corlett **(Transitional Programme– Project lead)**

Approved By: Brad Singh **(Manager Transport and Infrastructure)**

Date: 09/09/2022

Summary of oral submissions – Newtown to city

When	Community Hearings Panel – 8 September
Where	Online via Zoom
Who	31 submitters – 5 representing organisations and 27 individuals

When	Community Hearings Panel – 8 September
Where	Council Chambers 16.10 Tawihi Building
Who	43 submitters – 7 representing organisations and 36 individuals

Opposing

- Removal of free parking outside the hospital is hard for visitors – the hospital is a facility for the region, people will drive from far away to get there.
- People don't have good alternatives to their private vehicle when getting to the hospital, especially if they are sick or trying to get the emergency department.
- Riddiford Street has nowhere for cars, taxis or waste management to pick up or drop off or to access businesses. Major client for the Sojourn hotel is family and friends for people at the hospital, these may be people with illness or disability. More consideration for safer design is needed and space put back for set down.
- The approach has discounted the impact on business, there hasn't been any consultation.
- The introduction of the new street layout is not safe for anyone, especially the merging lane with the bus lane and it is causing congestion. There is an increase in road rage, people on bikes banging on windows of cars and buses honking taxis dropping people off.
- The solution is confusing and needs to be moved to a 'back road'. Hospital Road is a better option for the bike lane route.
- Bike lanes should be going through the green belt, parks and back routes.
- There are alternative streets that should be realised, and we need to look at these and see some progress being made to take the pressure off Riddiford Street. It's one of the busiest streets in the city.
- A temporary layout is dangerous and confusing and it's not the right solution.
- The cycleway is in the wrong place and the design is flawed.
- Proposed slow shared zone at the merge point of the John St intersection.
- Not opposed to cycle thoroughfare but have genuine objections to the design.
- The hazards of the new layout have not been assessed properly.
- The changes create issues for traffic and the entire community. The changes cut off access to vital medical services – not just the hospital but other services in the area. Put the carparks back.
- The bus lanes are causing congestion around the hospital and people will be driving in the bus lanes.

- People on bikes need to improve behaviour – cargo bikes are heavy and can be a formidable weapon if they hit someone.
- Design is poorly conceived; it needs to be removed and reconsider the layout and arrangement – people are spending too much time looking for parks. The design is wrong, and we need to look to Europe for better designs.
- No alternative parking has been suggested. The process has been rammed through at breakneck speed.
- There must be an alternate solution to accommodate everyone.
- Business owners will suffer. Business operation and sales down up to 80%. Convenient shopping in Newtown is no longer convenient. Disruption to businesses which could result in closure.
- Proposed layout has not taken into consideration how we would operate business.
- Too early in change given the (small) volume of cyclists that commute to and from the area.
- Significant cost and disruption to businesses. Perceived as no longer wanted and driven away.
- If businesses lose parking, then businesses lose customers. These businesses pay rates and that should be taken into consideration.
- Retail is at the heart of a city like this, and Council should be keeping a very close eye on this.
- The design causes congestion and that increases emissions – traffic needs to flow in order reduce emissions.
- Cyclist near misses – people on bikes going through the red lights. The cyclists are increasing speeds as they go over the platforms.
- Since the street changes have begun, there has been increased pressure on the Ronald McDonald House with other users parking in their carpark. More short stay drop-off and/or loading zones are needed closer to the house and a barrier arm to manage parking. Crossing the vehicle lane, bus lane, bike lane and pedestrian footpath into off street carparking has become more difficult – if the off-street parking is clear at the time.
- There is not enough time to consider design suggestions and changes from the consultation. Consultation is not representative of the Wellington population – the council only hears from people that they want to hear from.
- Cars can't see where the bollards heading south are at Mein Street during bad weather.
- Bus lane is not clear – cars don't realise until too late and then when they do they slam on their breaks and indicate to merge into the traffic lane. It is chaos.
- The proposed parking removal outside Newtown School will be difficult for parents picking up kids and it will be dangerous for people cycling because of the traffic.
- The shared path by McDonalds on Adelaide Road needs to be revised as it reduces the level of service for people walking. This is not acceptable. Concern for the people walking being hit by people on bikes and the injuries that can be caused. More time and money could be spent on this section to find a better design.
- Solution – take out one side of the parking, bit of a compromise and can work towards a solution.
- The bike network plan needs to be revoked and needs more consultation and more consideration needs to be given.
- Lack of engagement and consultation.
- WCC could be inadvertently causing social segregation.
- Every cycleway WCC has put in seems to end up in Court, that must be saying something about the process.

- The council doesn't listen to consultation and bizarre rationale tend to prevail.
- EVs have the same need as the current car fleet. Changing arterial routes for cycle lanes and bus lanes is not helping the situation.
- The removal of parking along Kent/Cambridge will have a negative impact on businesses along that stretch of road.
- Removing parking along the central median of Kent/Cambridge terrace will remove access to important facilities, such as the gym. Access to the gym is important for mental and physical health. It will also reduce parking revenue for the council.
- Closing the U-turns on Kent/Cambridge will cause congestion and increase travel times.
- Traffic flows around the city are a mess, this needs to be fixed instead of installing bike lanes. Cars are a necessary part of Wellington.
- Didn't look at the medium strips as a design option to retain parking.
- We only have one street in Wellington where we don't have to make a choice between cars and bikes (Kent/Cambridge). This is the only street we can have a car lane and a bike lane.
- P60 on Cambridge is too short, P180 would be far more reasonable. Myles Gazley's proposal makes a lot of sense.
- Gazley solution is better.
- It is only a small number of people who cycle or walk to work, you're not providing for the majority of people. Cyclists can just use the road space. Bike lanes are a waste of space.
- Bike lanes are a luxury, they won't be used in poor weather and the terrain is not conducive to cycling.
- Cycling is not for everyone, many people can't cycle and the removal of parking discriminates against families, the elderly and disabled.
- Cycleway is only appealing to one group of people.
- The bike lanes are a waste of money, plans should be scrapped, and the money spent so far be reimbursed by cyclists.
- Urge Councillors to reach a much fairer, more just outcome.
- Not the right solution at the moment, it's too harsh.
- 24/7 cycleway is unutilized.
- Where are priorities, could we not spend money better? Why are we spending a huge amount of money for so few people?
- Cycleways are only going to be used for 4 hours a day and only for 1% of the population.
- When the system is not broken, what is the requirement to change it?
- Building cycleways will neglect other facilities that are more important such as infrastructure upgrades.
- Not affordable for the city.

Neutral

- Appreciation for the consultation period, it is important that the community have an opportunity to have their say.
- Consultation has got to be about 'we the people'. Feels as though it has been driven by cyclists first, others second.
- Want to be re-assured that it's not a war against car parks and cycle lanes.
- Concerns over the Riddiford Street section currently built – particularly the merge at the John St intersection and the conflict with pedestrians at the bus platforms especially for

more experienced people on bikes. Consider clear road markings are needed for the merge and the bus stops.

- Sharing heading up to John St heading north has negative impact on less confident riders.
- Bike lanes need to be continuous all the way along the route.
- Removal of the bus stop near the dentist and kindergarten on Adelaide Road is not ideal, would prefer it that one stayed.
- Would like to see the bike ramps and lanes being the same width to avoid safety issues.
- Design is flawed and pedestrians do not feel safe, particularly around the bus stops. Would be better if the cycle lane went behind the bus stop or in the centre of the road.
- Need to remove pedestrian-bike black spots. Project increases these, not removes them.
- Basin is challenging – better access through here, perhaps 24/7 access to either side would be helpful. Concerns going through there at night-time.
- Crossing over lanes/streets, please ensure it is a well timed light and should have its own dedicated sequence.
- Need to do some driver education to make them aware of being responsible drivers around more vulnerable road users.
- Need to be some education about how the use the lane.
- Needs to be better communication between the public and the planners. This needs to be ramped up when we get to install.
- More education needed – e.g. sharrows and taking the lane.
- Education can't be the only solution, the design also has to be fundamentally safe.
- Social media is a better way to reach young people regarding the changes. If you can get schools to talk to parents about the proposals – using them to spread the word.
- Put the bike lane on Adelaide Road as it avoids conflicts with Hospital.
- It's not safe to cycle in Wellington. The vehicles are bigger in Wellington than in other parts of the world.
- This route alone is not enough, there needs to be better connections to suburbs and major hubs within the city.
- Enforcement of the bus lanes and bike lanes is critical to the safety.
- The proposed redesign of the Mein St intersection is dangerous because of the cyclists and vehicles conflict turning left. Also, the merge after the intersection (heading south) is also unsafe.
- Bollards don't allow people on bikes to filter into the traffic and cross lanes if needed.
- Crossing times at the pedestrian crossing outside the hospital is too short.
- Would like to see all parking removed from Mein St to Rintoul Street.
- Bus lanes need to be full time all the way along the route. Would like to see bus lanes 24/7 or at least 7am to 7pm.
- The transitional approach isn't working, it's not creating a good public image by using 'cheap and tacky' materials.
- Disappointment that a two-way bike lane isn't considered down the length of Riddiford St and Adelaide Road. Bi-directional bike lanes are the golden standard. Cobham Drive is a great example.
- It would be good to have bike specific lights at the Hospital pedestrian crossing, stopping people on bikes from running the lights.
- No provision or thoughts for people doing waste management in the area.
- We want to see a city that is safer for cyclists, but not more dangerous for pedestrians.
- Believe we should be using the roads safely for all of us.

- As a disabled person, the principle of the cycle lane is supported. Support the separation of cyclists between the road and the footpath. E-scooters cause real hazards. Concern with the bus stop platform. User was backing down the ramp and was nearly collected by a cyclist.
- Disabled people do not sit in the shelter because the bus will go by otherwise. Disabled people need to ask the bus what number they are, and if not the right one they step back into the cycle lane.
- The whole framework for these projects is premised on abilities. Cycleways is privileging a group that is already privileged in society. It is happening at the expense of people who have very little opportunity and now will get none. Disabled communities don't choose to use vehicles, they need to.
- Recognition of unconscious consequences regarding disability groups needs to be identified. As a bus user - some concerns in the shared space. Bus users still having to be really careful which isn't optimal. Cyclists should slow down as a default as a courtesy. Needs to be more calming using ramps and speed management.
- The motor car hasn't solved any traffic problems in the world. Cars parked on the kerbside are a brilliant barrier for the safety of pedestrians. But, if they are removed for passenger transport, that's okay. Please don't remove car parks other than for passenger transport.
- Street furniture needs to be shown in previous locations throughout the world as effective before using them. Need to use things that have been proven.
- E-scooters are not like bikes and this is a flawed thought if we think they can share the cycle lane. Scooters can travel at 7m/s which on the bus platform poses a risk. Is the admission of e-scooters deliberate or an oversight?
- Supposed to be a temporary design but were then told temporary design is 5-10 years.
- Design incorporated with Golden Mile at Courtney Place, want to see how this is incorporated to this route.
- Incentivize multi-modal transport such as putting bike racks on buses to make it easier for people to shift from one mode to another.
- Bikes should have registration so when there are crashes/accidents they can be recorded and followed up.
- More messaging for etiquette on how to use the bus and bike platforms. People come first and we need to do better here.

Supporting

- Roads are dangerous and highly emotional. What we are attempting to do is make big change, and we need to for the climate and for our health.
- The improvements for the good for the environment and a liveable city. They give more choice to more people. It will improve the character of the city, we should avoid auto-centric focused planning. It's about creating a vibrant and safe city.
- Want a future where people can ride safely with kids around the city.
- There are so many cars in Newtown because people feel their transport needs aren't met.
- As a pedestrian - strong supporter of cycleways because it encourages people to stay off the footpath.
- The more you do to make driving better, the more the roads will fill up with cars.
- People are parking wherever they can, not necessarily to the businesses right outside where they are parking.
- This will contribute to Wellington being seen as a sustainable place to live.

- If you build cycle lanes, it induces demand. Once people see them and realize they can get where they need to go, they will use it.
- We will be a city that doesn't walk the walk after talking the talk for climate change in the city.
- Everyone deserves safe and attractive streets. Bike lanes are climate action. Support repurposing the street space to enable more people to choose mode of transport.
- Appreciate the ongoing feedback process to incorporate into design (rather than one lump at the end).
- It's time to be bold in active and public transport.
- We can't afford not to do this.
- We must dramatically change the way we do transport urgently. For some it's health, for children it's climate change and for all of us it's that congestion is not working
- There is a real appetite for active transport in the community. When safer options are presented, they want to take them. Let the tamariki ride on it.
- One of the groups who would benefit most from this is children. Provides a sense of freedom for children to get to school and after school activities.
- 'More bums on seats!' This route goes past numerous schools – need to provide for how students can get off this cycleway to get to school. Cycleways are a central part of climate action and this can be facilitated in this area by showing the students how to get to school from the cycleway.
- Newtown is a good place to invest because of the potential for the future. People friendly urban planning makes people want to live there.
- Newtown is a destination and a thoroughfare. Strong supporter of separated cycleways. A lot of people could enjoy the benefits but are too afraid, and too afraid for their children, which is a big reason why separated cycleways are supported.
- School generally support the proposal and want Newtown to thrive. Look forward to the school being surrounded by safe streets in future. Some concern about the removal or car parking out the front just south of Mein St. Additional drop off spaces would be appreciated.
- Since cycleways have been implemented, less confident people have felt able to cycle safely.
- Safe and reliable bike and bus infrastructure will encourage more active transport.
- Evidence suggests a lot more people will ride bikes if they perceive that there will be a safe path.
- These changes are climate action.
- These changes are important for reducing emissions. The change to moving more people with walking, bike and public transport is a must.
- Bus platforms are beneficial for less experienced cyclists.
- What you are doing is affirmative in terms of equality of transport choice.
- Stop spending money on infrastructure for cars.
- Businesses will close, change and shift, and the Council will be blamed for it, but businesses will close, change and shift regardless.
- One of the hard things about leadership is that decisions affect people, but encouragement to keep leading and make changes. It is hard because it's about people.
- Keep progressing but work more closely with businesses.
- Safety for all road users is important and for people getting to and from work. The current changes have helped, and the proposal will help even more.
- Infrastructure for people riding and for public transport needs to be improved now, it can't wait anymore.

- The U-turns must be closed along Kent/Cambridge for safety of people on bikes using the two-way bike lane.
- Kent/Cambridge - continuity is important. Open turning bays for people space.
- Bus improvements yes please – 24/7 bus lanes.
- Better collaboration with GWRC and Metlink and hospital for night shift workers etc.
- Improvements needed in the rollout of the project as to when things are enforced and operative.
- Better messaging for how to use the bus stops and need to get better at bus stop interactions.
- Do not reduce safety on the route, for example the turning bays between Kent and Cambridge. Pōneke Pōneke is not about making it easier for people who already bike, but for people who currently don't feel safe to.
- Bike ramps are good but could have better water drainage.
- If we are going to remove car parks, which is supported, we need to change the public transport system to accommodate. Supportive of the peak time bus lanes becoming full time bus lanes.
- Make part time bus lanes full time bus lanes. Let's not privilege 9-5 workers.
- Reasons for investing in cycling are clear and abundant. Cycleways are important for improving safety, ride time and experience for cyclists. Designated lane with a barrier is the only way to ensure safe riding. The safer it is to cycle; the more people will do it.
- Support for the changes to design on Mein St.
- Changes to Mein St heading south is very welcome and glad to see changes to that part of design proposed.
- Biking is a good convenient option, that is cheap.
- The network as whole is important and will make the biggest difference to how convenient it can be for more people to ride bikes.
- You should just get on and do it!
- Let's just get started and then just tweak it.
- We are not reinventing the wheel and we don't need to for NZ or Wellington. We need to take on board international best practice and get on with it.
- Anything would beat sharing the road with cars. Connect the route, it's the right thing to do.
- Methodology is proving successful overseas.
- Evaluating the success of a bike lane shouldn't start when it's not yet finished. We have to connect the routes and build the network.
- Important to improve the connection and fully support this, just want to ensure we deliver a design that is excellent.
- Extra links make a difference.
- As a tradesman, it is manageable for tradesmen to work with street changes that offer more choice, they might have to rethink the way they work in some situations.
- The installation of the current section on Riddiford is amazing. It makes a massive difference for people on the bus and on bike. The protected bike lanes increase the perception of safety.
- The proposal is a key route that connects important places around the city. It will make a real difference to a lot of people.
- Proposal is important to support new cyclists and people like students.
- Consistency is key and main takeaway is to be consistent with signage, road markings and colours.

- It is important for mental and physical health – it is important for real and perceived safety. You can see the physical stress of people on bikes when they are currently riding down the Adelaide Road sections.
- Preventative healthcare measures (such as exercise by walking and cycling) are just as important as healthcare treatments (as are offered along Riddiford Street).
- It is the hospital's responsibility to provide parking for people visiting them.
- If you build the infrastructure, people will use it and it will keep people safe.
- As a teacher these kinds of changes can give hope to students – a positive story for the kids around climate action, when there sometimes isn't many positive stories around.
- These changes will help with traffic congestion by providing more choices for people.
- The proposed changes are a great steppingstone toward creating a network.
- There is lots of parking in Newtown, but people can't see it as it's in buildings or it is expensive at the hospital. The opposition is because the parking removal is so visible.
- There is alternative parking on side streets.
- Cycling travel time is reliable and is a quick option, especially from Newtown. Buses can get stuck in traffic and generally take longer.
- We don't want parking to be jammed up because everyone wants to drive – their needs to be safer and better alternatives. This will mean that those who need to drive, can do so.
- The bike network has become more important now as a mum with young kids.
- The proposal means that Newtown is better option to live in as we don't have to the wait for better facilities.
- Applauded the new approach council is taking to roll out the network quickly – be proactive about the monitoring the changes and be flexible and improve and tweak the design based on feedback and data.
- If they are supported to do so, more kids would like to ride to school over taking the bus.
- Far more kids walk, ride and scoot to Newtown school than other modes.
- There are great alternatives to private cars with services like Mevo.
- Wellingtonians shouldn't have to live in fear because of the way they choose to travel. These changes need to be made quickly to reduce fear.
- Via various networks there have been multiple opportunities to have a say on the street changes. Too much consultation can water down good ideas.
- Not supporting the proposal is not acting on climate change.
- We shouldn't let a few noisy vocal detractors decide on the future of our city.
- Public transport needs to be reliable, convenient and cost less than alternatives if you want people to use it. Public transport does cost less but needs to be reliable and convenient.
- The experience for people riding around the city is currently poor with cars and large amounts of on-street carparking.
- There are lots of people who will support these changes, plenty of people who will jump at the chance to try these changes.
- Agree with the Council's road space hierarchy which prioritises safe movement of people over parking.
- Supportive of the transport hierarchy of the Council.
- These changes will start to develop a culture of cycling from a young age.
- Bike lanes should be beautiful, comfortable and safe.
- Back yourself, be bold.



Wellington Regional Hospital Travel Action Plan

Greater Wellington Regional Council in partnership with Capital and Coast District Health Board
February 2021

Introduction

- This is a travel action plan for staff working at Wellington Regional Hospital.
- It has been jointly developed by the Capital & Coast District Health Board (CCDHB) and Greater Wellington Regional Council (GWRC) with support from Waka Kotahi and Wellington City Council (WCC).
- It is supported by a business case that has been prepared for Waka Kotahi, CCDHB and GWRC.



The need for action

- Around 5,000 people work at the Wellington Regional Hospital campus + patients and visitors = **significant transport demand**
- Staff travel is car dominated = challenging to park in surrounding streets = **stress on staff**
- Emerging urgency around the need to contribute towards emissions reduction
- **Change is coming...**
 - Development in the Newtown area
 - On-street parking controls
 - Cycleways and bus priority lanes
 - Let's Get Wellington Moving
 - Growth in staff numbers c. 4% / annum



Purpose of the plan

To make it easier for people working at Wellington Regional Hospital campus to:

- Share vehicles
- Use public transport
- Walk or bike



What does the plan aim to achieve?

- Getting to and from work becomes easier for hospital staff - leading to increased staff satisfaction, wellbeing, and improved staff retention
- Less reliance on single occupancy car commuting
- Public transport, active transport and car sharing are attractive commute options
- Car parking demand is managed to support those who need it the most - the pressure on parking is reduced
- There are initiatives and learnings that may be applied to other CCDHB sites & other DHBs

Wider outcomes: more people moving with fewer vehicles, health and wellbeing benefits and reduced carbon impacts

Context

- A challenge and opportunity for the plan is the need to integrate with a range of other related projects and initiatives that support travel behaviour change.
- The action plan aligns with national and regional strategy for transport system changes to affect sustainability, mode shift and increasing urbanisation.

For example:

- Regional Mode Shift Plan
- Regional Land Transport Plan 2021
- Wellington Regional Growth Framework
- Let's Get Wellington Moving programme
- Regional Public Transport Plan
- Carbon Neutral Government Plan

Context

The action plan does not exist in isolation.



How the plan was developed

- Informed by staff survey, workshops, and focus groups
- Staff data was analysed to understand staff groups and to identify opportunities for change
- A long list of possible actions was considered and tested
- Those actions most likely to be successful were analysed using a multi criteria analysis process
- A benefit cost analysis was conducted on the preferred package of actions
- Actions are based on a joint funding model and collaboration between partners
- 10-year approach to change with a focus on the next 3 years



Opportunities for change

Ability to change will differ between people.
Some groups may have more potential for change:

- New staff (around 900 people / year)
- Non-shift workers living:
 - within 2km of the Hospital that drive and could potentially walk or bike (270 people)
 - 2km-10km of the Hospital that drive and could potentially walk, bike or use public transport (860 people)
- Staff working daylight hours* and who drive (3,400 people or 84% of all CCDHB staff)
- Shift workers open to changing how they get to work (680 people)



* ie, non-shift workers and the morning and afternoon shifts – or everyone other than those on a night shift.

Who could change?

Recognition that change will not work for everyone.

Where people live

- 24% of people live within 2km of Hospital
- 43% within 5km

Time of work

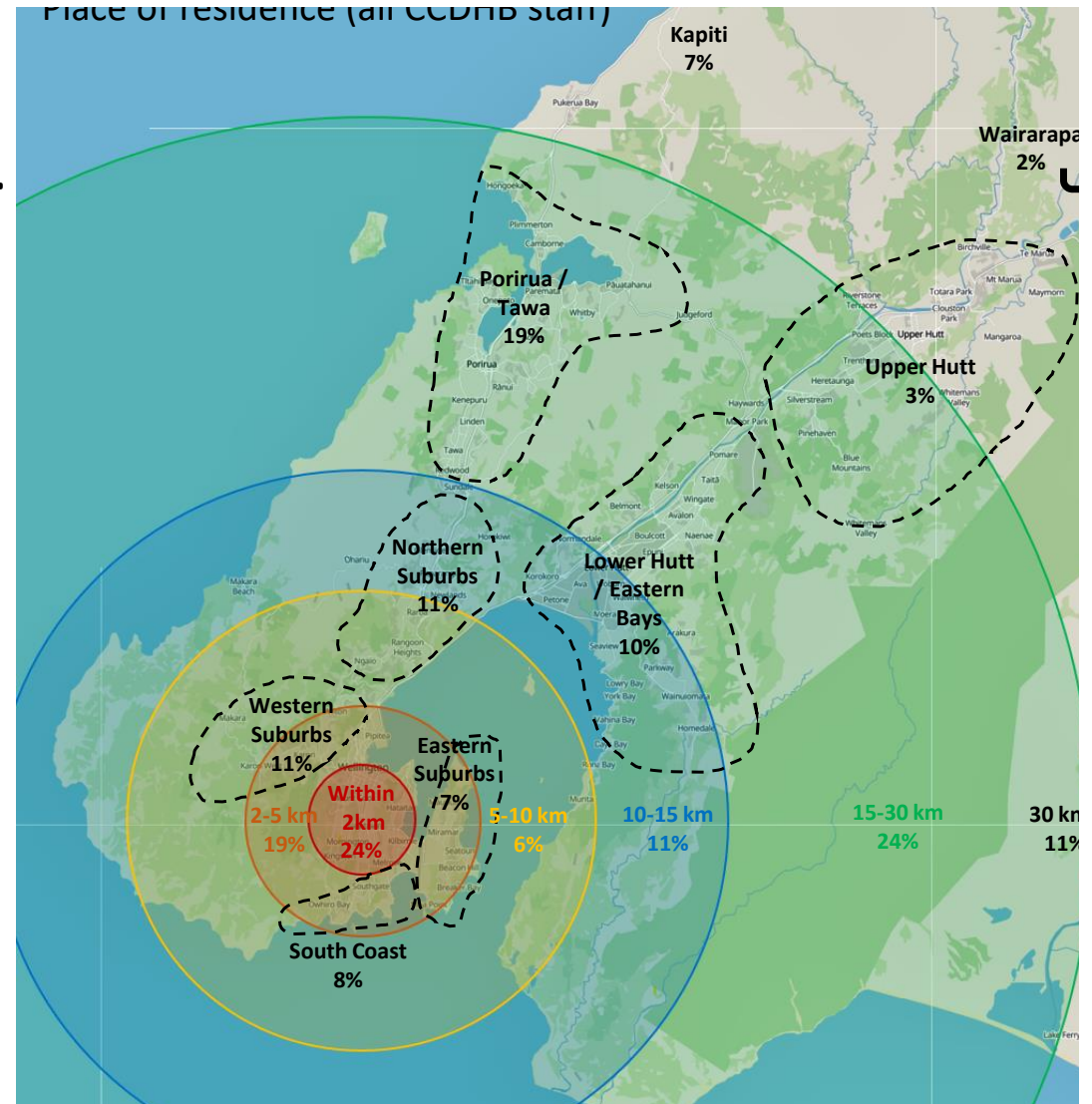
- Regular hours / non-night shift workers 84%

Driving

- 63% by car – mainly one person per car

Permit holders and parking

- 1,540 permit holders and around 500 on the waiting list
- 1/3 of permit holders live within 5km
- 700-800 staff park on the street each day



Wellington Regional Hospital Travel Action Plan

Make it easier for people working at Wellington Regional Hospital campus to:

- Share vehicles
- Use public transport
- Walk or bike



The Action Plan

10 priorities for the next 3 years focusing on the following three areas:

- Sharing vehicles, manage parking demand and provide support for staff
- Encourage public transport use, including targeted improvements
- Encourage walking and biking

These all still require decision making and commitments.

Supported by ongoing and committed actions that will take longer to implement

Sharing vehicles, manage parking allocation and provide support for staff



- Review of staff parking policy
- Car sharing and car pooling
- Personal transport planning and incentives for staff travel choice



Sharing vehicles, manage parking demand & provide support for staff

	Review staff parking policy	Car sharing & car pooling	Personal transport planning & incentives for staff travel choices
Purpose & scope	Review and update the WRH staff parking policy and permits system to prioritise the allocation of parking permits to those who need them the most and for multi-occupant vehicles. Includes working with WCC on parking strategy.	Investigate, establish and promote a system to encourage car sharing and car pooling, including support for parking priority incentives.	Personal support and travel advice to encourage and enable walking, biking and public transport options. Includes non-monetary incentives for staff, transport calculator and cycle skills training.
Lead	CCDHB & WCC	CCDHB & GWRC	CCDHB & GWRC
10-year cost estimate			
Timing	<ul style="list-style-type: none"> Staff engagement early –mid 2021 Confirm and implementation from mid 2021 	<ul style="list-style-type: none"> Planning by mid-2021 Roll out from mid-late 2021 	<ul style="list-style-type: none"> Planning by mid-2021 Roll out from mid-late 2021
Interdependencies	Parking price change decisions.	Parking policy review.	

Public transport options



Investigate:

- Improved bus timetables
- Wellington railway station to Hospital express

Possible future shared transport options

Investigate the potential for:

- Enhanced Kenepuru shuttle
- On-demand public transport trial



Public transport options

	Improved bus timetable	Railway station to hospital express	Enhanced Kenepuru shuttle	On-demand public transport trial
Purpose & scope	Additional earlier morning and mid-afternoon bus services on routes to align with shift timetables to support staff travelling from Karori / Kelburn / Kilbirnie / Miramar on route 18e and Strathmore / Miramar on route 12.	Direct express bus service to and from Wellington Railway Station to Hospital to enable connection with train services in mornings and afternoons.	Investigate the potential for enhancement of the existing Kenepuru shuttle facility to provide more services that can also be used by staff as well as patients.	Investigate the potential for a trial of on-demand public transport services to support wider public transport service offering.
Lead	GWRC	GWRC	CCDHB + TBC	CCDHB + TBC
10-year cost estimate				
Timing	<ul style="list-style-type: none"> TBC subject to funding 	<ul style="list-style-type: none"> Under investigation for implementation from mid 2021 	<ul style="list-style-type: none"> Planning and scoping phase by late 2021 Enhanced service in operation by early 2022 	<ul style="list-style-type: none"> Planning and procurement by mid-late 2021 Service in operation by early 2022
Interdependencies	Other PT* improvement planning	Other PT improvement planning	Other PT improvement planning	Other PT improvement planning



* Public transport



Encourage walking and biking

- Improve pedestrian and cycle access in and around campus as well as improving safety in and around campus
- Improve bike parking
- Improve locker and changing facilities





Encourage walking and biking

	Improve walking & bike access, & safety in and around campus	Improve bike parking	Improve locker and changing facilities
Purpose & scope	Improve the safety and access for walking and bikes within the WRH campus and local roads and encourage more people to bike to and from work. Includes ongoing improvements to campus lighting, safety and security.	Review and improve the offering of onsite covered cycle parking facilities to encourage and enable greater use of bikes.	Review and improve the offering of onsite locker/change/drying room facilities for walkers and cyclists on campus to encourage and enable greater use of bikes and walking.
Lead	CCDHB & WCC	CCDHB	CCDHB
10-year cost estimate			
Timing	<ul style="list-style-type: none"> • Identification of improvements and design by late 2021 • Implementation by mid to late 2022 • Ongoing campus safety and security improvements 	<ul style="list-style-type: none"> • Stocktake of existing facilities and planning by mid 2021 • Implementation late 2021 	<ul style="list-style-type: none"> • Stocktake of existing facilities and planning by mid 2021 • Implementation late 2021 to early 2022
Interdependencies	Wider bike network improvements.	Improved locker and changing facilities.	Improved bike parking.

Supporting actions


- Better access to Wellington Regional Hospital - working with our partners to deliver better access, including Let's Get Wellington Moving

- Mass transit
- Bus priority
- Cycling infrastructure improvements
- Basin reserve area



- Smarter working and services - reviewing working practices and service provision
- Parking provision - new parking building investigation

Supporting actions

	Working with our partners to deliver better access, including Let's Get Wellington Moving	Reviewing working practices and service provision (committed action)	New parking building investigation (committed action)
 <p>Purpose & scope</p>	Active engagement and working with the Let's Get Wellington Moving partners (GWRC, WCC and NZTA) on planning and delivery of transport access to the Hospital – including timing and priority of actions. Includes advocating for bus priority, improved bus waiting facilities, new services from eastern suburbs and cross-town transport access.	Committed actions: <ul style="list-style-type: none"> Ongoing review of opportunities to review work practices of staff including remote and close working arrangements. Ongoing review service provision to improve access to health services. 	Committed action to investigate options and demand for new parking building to provide additional parking capacity on campus.
Lead	CCDHB / GWRC / WCC / NZTA	CCDHB	CCDHB
Costs / funding	Mainly funded through existing budgets.	Mainly funded through existing budgets.	TBC
Timing	Ongoing	Ongoing	Timing indicative only: <ul style="list-style-type: none"> Planning and business case by 2022 Design / consenting / delivery 2023-24 Operation after 2024
Interdependencies	LGWM	Health and Disability System Review implementation.	

Actions by potential timeframes

Shorter term (1-2 years)	Medium term (3 years)	Longer term
<ul style="list-style-type: none"> Improved bus timetable 	<ul style="list-style-type: none"> Car sharing and car pooling 	<ul style="list-style-type: none"> Rapid mass transit
<ul style="list-style-type: none"> Express bus: railway station to hospital 	<ul style="list-style-type: none"> Enhanced Kenepuru shuttle 	<ul style="list-style-type: none"> Bus priority
<ul style="list-style-type: none"> Personal transport planning & incentives for staff travel choices 	<ul style="list-style-type: none"> On-demand public transport trial 	<ul style="list-style-type: none"> WCC cycling infrastructure improvements
<ul style="list-style-type: none"> New parking building investigation 	<ul style="list-style-type: none"> Improve walking & bike access, & safety in and around campus 	
<ul style="list-style-type: none"> Improved on-campus safety and security 	<ul style="list-style-type: none"> Improved locker and changing facilities 	
<ul style="list-style-type: none"> Improved bike access to campus 	<ul style="list-style-type: none"> Improved bike parking 	
<ul style="list-style-type: none"> Review staff parking policy 		

Outcomes – what will the plan deliver?

Mode	Target – total trips	Mode share 2020	Mode share 2030
Car (single occupancy)	30% decrease in proportion of people	42%	20%
Care share	100% increase in trips	13%	19%
Public transport	100% increase in trips	14%	19%
Walking	100% increase in trips	20%	27%
Biking	100% increase in trips	8%	11%

- Staff numbers estimated to increase 4% per year
- Aim to see no increase in the absolute numbers of people driving
- Growth in total % of other modes

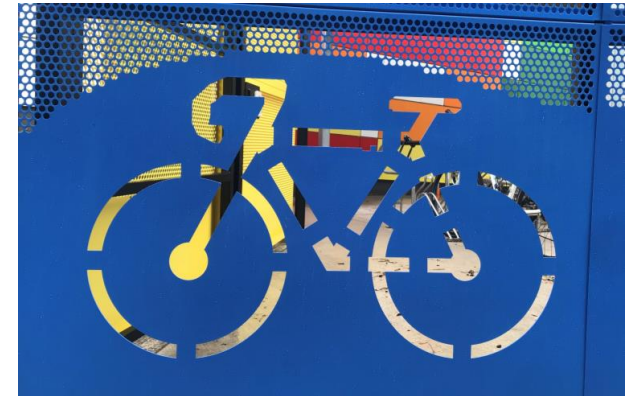
Costs and funding

- Indicative total cost of around \$7.8 million over 10 years
 - CCDHB \$3.5 million – including from existing budgets and parking revenue
 - WCC funding TBC – mainly for walking and biking improvements
 - GWRC \$3.5 million – mainly for public transport improvements
- Co-investment from Waka Kotahi
- Medium to longer term investment from Let's Get Wellington Moving and CCDHB operational budgets



Risks and challenges for delivery

- Ongoing mandate, funding and resourcing for delivery
- Support and alignment for delivery of the action plan within organisations and between partners
- Further investigations could show some actions may be not feasible or affordable
- Uncertain timing and approach to delivery of Let's Get Wellington Moving
- Ongoing involvement of stakeholders
- Impacts of COVID-19



Next steps

- Decision making process and commitments by partners
 - CCDHB, GWRC, Waka Kotahi, WCC and other stakeholders
- Implementation planning and early wins
- Ongoing engagement with staff and stakeholders

Some actions may not be feasible or proceed after more detailed investigations.







Parking Management Plan:

Newtown to Waterfront

Wellington City Council

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke





Transport + Location Intelligence

Parking Management Plan: Newtown to Waterfront Wellington City Council

Quality Assurance Information

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Job Number: WCC-J007
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Date issued	Status	Approved by
		Name
26 November 2021	First draft issued	Dave Smith

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Executive Summary

The purpose of this report is to develop a Parking Management Plan as part of the Transition Programme Newtown to Waterfront bike route. For this analysis, the route had been split into three sections: Cambridge Terrace (Wakefield Street to the Basin Reserve), Adelaide Road (the Basin Reserve to John Street), and Riddiford Street (John Street to Mein Street).

For each section, the report:

- examines current parking demand and the main drivers of parking demand on the street;
- considers the impact of the proposed bike route on the number of car parks available and the ability of users to park and access local destinations; and
- proposes options for mitigating the impacts of parking loss such as changing parking restrictions, introducing new parking restrictions, or directing customers to alternative parking locations nearby.

Wellington adopted an updated Parking Policy in August 2020. The parking policy sets the objectives and principles for the management of Council-controlled on-street and off-street parking, and how parking supports achieving Wellington's vision. The Council's vision for transport is a system that can accommodate moving more people using fewer vehicles, in line with the city's goal of becoming a zero-carbon capital by 2050. The policy establishes a parking space hierarchy for different parts of the city to ensure that limited parking supply is prioritised appropriately. This hierarchy is used to prioritise the allocation of remaining on-street space available for parking on the Newtown to Waterfront bike route.

Kent and Cambridge Terrace together form a key transport corridor that connects Wellington's central city with the southern and eastern suburbs. It is a main bus route and a primary connection for people on bikes. Kent and Cambridge Terrace have several drivers of parking demand, including dining and entertainment in the Courtenay Place precinct, visitors to local shops, and use by local businesses. The Newtown to Waterfront project is expected to result in the removal of all parking spaces on the east/median side of Cambridge Terrace. Before mitigation, the project is expected to have a high impact on taxi stands, a moderate impact on short-stay parking from Wakefield to Courtenay Place, a low impact on short-stay parking from Courtenay Place to Vivian Street and no impact on short-stay parking from Vivian Street to the Basin Reserve. Short stay parking is high priority and taxi stands are medium priority, according to the Parking Policy. After mitigation, the project is expected to have a moderate impact on taxi stands, a low impact on short-stay parking from Wakefield Street to Courtenay Place, a very low impact on short-stay parking from Courtenay Place to Vivian Street and no impact on short-stay parking from Vivian Street to the Basin Reserve.

Adelaide Road is a key transport route that connects Wellington's central city with the southern suburbs. It is a main bus route and a primary connection for people on bikes. Adelaide Road has several drivers of parking demand, including visitors to local shops and businesses, commuters who work in the area, and use by local businesses. The Newtown to Waterfront project is expected to result in the removal of almost all parking spaces located on Adelaide Road. Before mitigation, the project is expected to have a high impact on commuter parking and very low impact on residents parking, and these types of parking are lower priority according to the Parking Policy. After mitigation, the project is expected to have a very high impact on commuter parking, a high impact on medium-stay parking, a very low impact on short-stay parking, and no impact on residential parking.

Riddiford Street is a regional road in the suburb of Newtown. It is a primary north-south connection for private vehicles, bus passengers and people on bikes, and facilitates access to the Wellington Regional Hospital. Local drivers of parking demand include the Wellington Regional Hospital, medical related facilities, short-term accommodation facilities, and retail shops. The Newtown to Waterfront project is expected to result in the removal of all parking spaces located on Riddiford Street. Before mitigation, the project is expected to have a low impact on taxi stands and a high impact on short-stay parking. Short-stay parking and taxi stands are low priority on Riddiford Street, according to the Parking Policy. After mitigation, the project is expected to have low impact on taxi stands or short-stay parking.

The Newtown to Waterfront bike route removes on-street parking spaces and reallocates on-street road space to support active and public transport, supporting Wellington's vision of moving more people using fewer vehicles. This parking management plan re-prioritises the remaining on-street parking spaces, in-line with the parking space hierarchy for different parts of the city established in the Parking Policy. The mitigation measures presented in this report minimise the impact of parking removal on the ability of users to find a parking space and visit the area.

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PMP Newtown to
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19 November 2021

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1. Introduction

The purpose of this report is to develop a Parking Management Plan as part of the Transition Programme Newtown to Waterfront bike route.

The Transition Programme, led by Wellington City Council and alongside LGWM, will take a new approach to community engagement and installation to help increase the pace of change. By using lower-cost materials that can be adjusted once they are in place, the city can install an interim bike network and gain feedback in real time. This will also inform future permanent changes while gaining benefits earlier.

For this analysis, the route had been split into three sections: Cambridge Terrace (Wakefield Street to the Basin Reserve), Adelaide Road (the Basin Reserve to John Street), and Riddiford Street (John Street to Mein Street). An overview of parking along Newtown to Waterfront bike route is shown in **Figure 1.1**.

For each section, the report:

- examines current parking demand and the main drivers of parking demand on the street;
- considers the impact of the proposed bike route on the number of car parks available and the ability of users to park and access local destinations; and
- proposes options for mitigating the impacts of parking loss such as changing parking restrictions, introducing new parking restrictions, or directing customers to alternative parking locations nearby.



Figure 1.1 Parking along the Newtown to Waterfront bike route

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1.1 Wellington Parking Policy 2020

Wellington adopted an updated Parking Policy in August 2020. The parking policy sets the objectives and principles for the management of Council-controlled on-street and off-street parking, and how parking supports achieving the vision for Wellington.

The Council's vision for Wellington is built around people and communities. The future city will be a place where people and goods can easily move to and through the city, based on a transport system that can accommodate moving more people using fewer vehicles. The city has also set a goal to be a zero-carbon capital by 2050 and transport will play a key role in achieving this goal.

The policy acknowledges that Wellington needs a more efficient transport system that makes better use of limited road space. This means moving more people using fewer vehicles; using public transport more; more people walking and on bikes, and fewer people driving and parking in busy areas. Achieving this will mean removing some on-street parking spaces on key transport routes, reallocating on-street road space to support active and public transport, and re-prioritising the remaining on-street space.

The policy establishes a parking space hierarchy for different parts of the city to ensure that limited parking supply is prioritised appropriately. The parking space hierarchy describes which types of parking have the highest and lowest priorities in different areas. It also sets out the priority level for that type of parking space, not the number of spaces. The hierarchy for the central city and key transport routes is applied in the Parking Policy is shown in **Table 1.1** below. This hierarchy is used to prioritise the allocation of remaining on-street space available for parking on the Newtown to Waterfront to city route.

Table 1.1 Parking space hierarchy for central city and key transport routes

Priority	Key transport routes	Central city
Highest priority	Safe and efficient movement of people and goods	Safe and efficient movement of people and goods
High priority	Bus stops	Bus stops Mobility parking Urban design features Bicycle/micromobility parking Loading zone Short-stay (car and motorcycle) Car share
Medium priority		Taxi stands, Small Public Service Vehicle (SPSV) Electric vehicle charging
Low priority	Urban design features Mobility Loading zones Bicycle/micro-mobility Car share Electric-vehicle charging Short-stay (car & motorcycle) Taxi stands, Small Public Service Vehicle (SPSV) parking Coach and bus (short stay)	Coach and bus (short stay) Coach and bus (long stay)
Lower priority	Residents Commuter (car & motorcycle) Coach and bus (long stay)	Residents Commuter (car & motorcycle)
Lowest priority	Long stay parking of private non-motorised vehicles	Long stay parking of private non-motorised vehicles

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1.2 Measuring parking impact

For each section, the report considers the impact of the proposed bike route on the number of car parks available and the ability of users to park and access local destinations, before and after mitigation measures. The level of impact is assessed on a six-point scale, as outlined in **Table 1.2**.

Table 1.2 Parking impact scale

Level of Impact	Definition
Very High	Removal of parking spaces has a very high impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are not available within walking distance.
High	Removal of parking spaces has a high impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are available within a 10-minute walking distance.
Moderate	Removal of parking spaces has a moderate impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are available within a 5-minute walking distance.
Low	Removal of parking spaces has a low impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are available within a 3-minute walking distance.
Very low	Removal of parking spaces has a very low impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are available within a 1-minute walking distance.
None or N/A	No impact on the ability of users to park and access local destinations or not applicable because this type of parking is not present.



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2. Cambridge Terrace

2.1 About the area

The Newtown to Waterfront project is proposed to use Cambridge Terrace between Wakefield Street and the Basin Reserve.

Kent and Cambridge Terrace work together as one-way pairs, with northbound traffic travelling on Cambridge Terrace and southbound traffic travelling on Kent Terrace. Between Vivian Street and the Basin Reserve, Kent Terrace forms part of the State Highway 1 route from the central city to the eastern suburbs and Wellington International Airport.

Kent and Cambridge Terrace together form a key transport corridor that connect Wellington’s central city with the southern and eastern suburbs. It is a main bus route, with bus routes from southern suburbs using the corridor from the Basin Reserve to Courtenay Place and bus routes from the eastern suburbs using the corridor between Elizabeth Street and Courtenay Place. It is a primary connection for people on bikes and is used by people travelling between the central city and both the southern and eastern suburbs. Vehicle traffic is substantially higher on the state Highway 1 section of Kent Terrace, with around 20,000 vehicles per day, while other sections of Kent and Cambridge Terrace have between 8,000 and 10,000 vehicles per day.

Kent and Cambridge Terrace have several drivers of parking demand, including dining and entertainment in the Courtenay Place precinct, visitors to local shops, and use by local businesses.

2.2 Current parking and usage

Parking on Kent and Cambridge Terrace is spread across four parking lanes: Cambridge Terrace – west/kerbside, Cambridge Terrace – east/median, Kent Terrace – west/median, and Kent Terrace – east/kerbside. The supply of parking across the four lanes on Kent and Cambridge Terrace can be viewed collectively as they provide largely equivalent access to local destinations.

There are currently 203 parking spaces on Kent and Cambridge Terrace between Wakefield Street and the Basin. Of these spaces, the large majority (79%) are metered parking spaces. In addition to metered parking, there are also 30 free short-term parking spaces and a taxi stand with 12 parking spaces. **Table 2.1** outlines the number and type of parking spaces on Tinakori Road. **Figure 2.1** shows a map of the current parking types on Kent and Cambridge Terrace.

The Cambridge Terrace – west/kerbside parking lane from the Basin Reserve to Courtenay Place is used as a bus lane from 7:00am to 9:00am and 4:00pm to 6:00pm Monday to Friday. The Kent Terrace – east/kerbside parking lane from Elizabeth Street to the Basin Reserve is used as a bus lane from 4:00pm to 6:00pm Monday to Friday.

Table 2.1 Kent and Cambridge Parking Inventory

Parking type	Charge	Current spaces
P5	Free	2
P30	Free	2
P60	Free	26
P120	\$5.00/hour	36
10-Hour	\$3.00/hour	125
Taxi stand	Free	12
Total		203



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Figure 2.1 Current parking on Kent and Cambridge Terrace

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Parking occupancy data for Kent and Cambridge Terrace is available for metered spaces, which have parking sensors. Parking occupancy data is unavailable for free parking spaces and taxi stand spaces, which do not have parking sensors.

To analyse metered parking usage, the corridor has been split into three sections: Wakefield Street to Courtenay Place, Courtenay Place to Vivian Street, and Vivian Street to the Basin Reserve. This allows for a more detailed understanding of usage and drivers of parking demand across the corridor.

Data was collected for May 2021, representing 21 weekdays.

May 2021 provides an optimal view of typical parking demand because:

- there were no public holidays during this time-period;
- there were no school holidays (Term 2 began Monday May 3); and
- all of New Zealand was in Covid-19 Alert Level 1 for the entire time-period.

Figure 2.2 shows average weekday parking occupancy for metered spaces across the three sections of Kent and Cambridge Terrace.

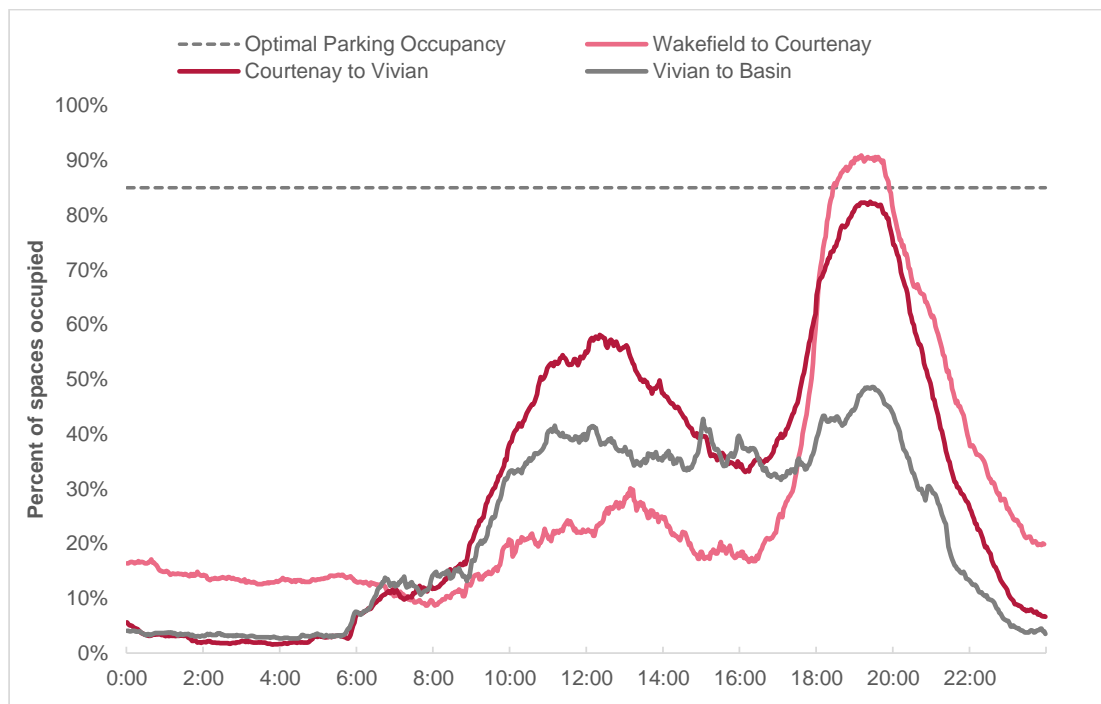


Figure 2.2 Weekday parking occupancy on Kent and Cambridge Terrace

Parking occupancy data shows that across the length of Kent and Cambridge Terrace, demand for metered parking is highest during the evening from 6:00pm to 9:00pm, with low to moderate levels of demand during the daytime.

From Wakefield Street to Courtenay Place, current parking usage is very low during the day (23% occupancy at 12pm) and very high during the evening (90% occupancy at 7pm). On this section, average occupancy levels exceeded the optimal 85% occupancy level from around 6:30pm to 9:00pm.

From Courtenay Place to Vivian Street, current parking usage is moderate during the day (55% occupancy at 12pm) and high during the evening (81% occupancy at 7pm). On this section, average occupancy levels never exceeded the optimal 85% occupancy level and parking is generally under-used.



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From Vivian Street to the Basin Reserve, current parking usage is low during the day (39% occupancy at 12pm) and low during the evening (45% occupancy at 7pm). On this section, average occupancy levels never exceed the optimal 85% occupancy level and parking is generally under-used.

Figure 2.3 and **Figure 2.4** show the average duration of stays for metered spaces across the three sections of Kent and Cambridge Terrace on weekdays during the daytime (8:00am to 6:00pm) and evening (6:00pm to 8:00am). **Figure 2.3** shows that during the daytime (8:00am to 6:00pm) over 80% of visitors stay less than 2 hours and only a small proportion of visitors (between 4 and 6%) stay for more than four hours. **Figure 2.4** shows that during the evening (6:00pm to 8:00am) over two thirds of visitors stay less than 2 hours and only a small proportion of visitors (between 4 and 10%) stay for more than four hours.

While the metered spaces between Elizabeth Street and the Basin Reserve have a 10-hour time limit and can be used by commuters, the duration of stay analysis indicates that almost all visitors using metered spaces are short-term visitors staying less than four hours.

There are 30 free short-term parking spaces with time limits between 5 and 60 minutes. These are intended to facilitate access to local businesses for people with a short duration of stay. The duration of stay analysis indicates that over two thirds of visitors using metered spaces are staying for less than one hour.



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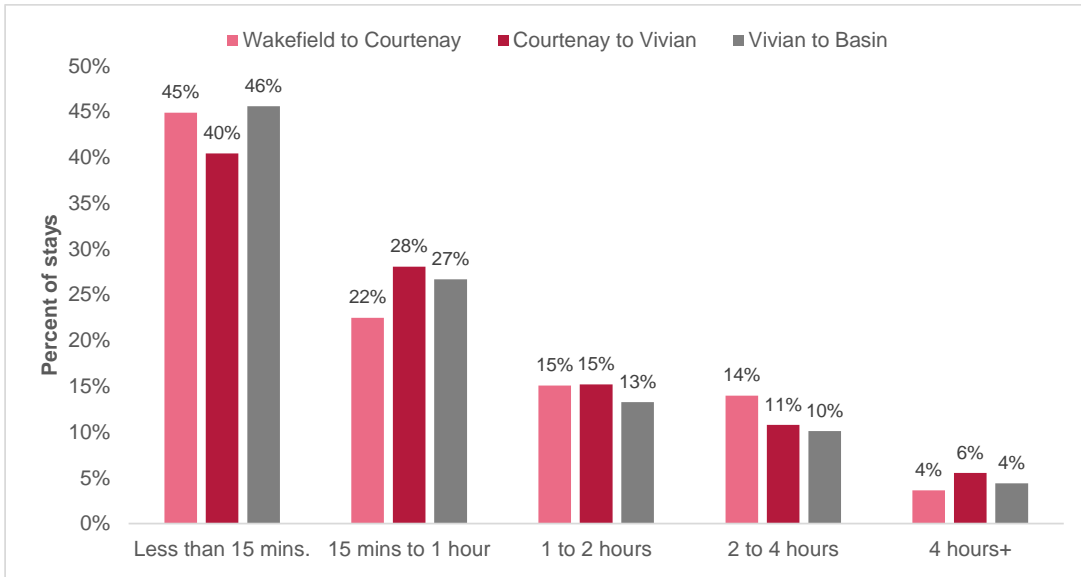


Figure 2.3 Average duration of stays from 8:00am to 6:00pm

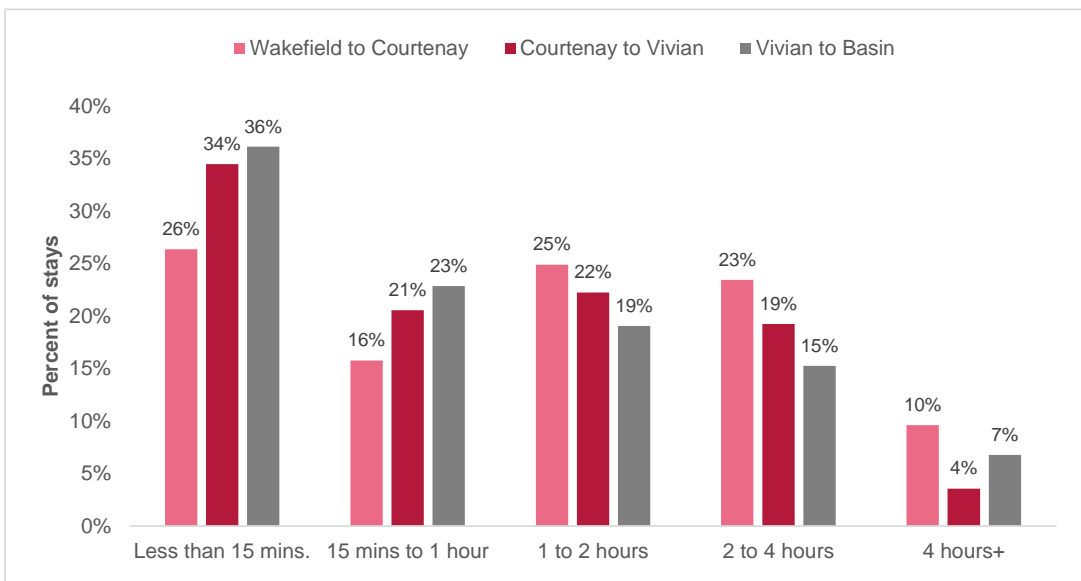


Figure 2.4 Average duration of stays from 6:00pm to 8:00am



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2.3 Impact of improvements on parking

The Newtown to Waterfront project is expected to result in the removal of all 56 parking spaces on the east/median side of Cambridge Terrace. Of the spaces removed, 12 are from Wakefield Street to Courtenay Place, 19 are from Courtenay Place to Vivian Street, and 25 are from Vivian Street to the Basin.

Table 2.2 outlines the impact of transport improvements by parking types set out in the Parking Policy.

Before mitigation, the project is expected to have a high impact on taxi stands, a moderate impact on short-stay parking from Wakefield to Courtenay, a low impact on short-stay parking from Courtenay Place to Vivian Street and no impact on short-stay parking from Vivian Street to the Basin Reserve. Short stay parking is high priority and taxi stands are medium priority, according to the Parking Policy.

Table 2.2 Impact of improvements on Cambridge Terrace parking by type – before mitigation

Parking type	Priority level	Spaces removed	Level of Impact - before mitigation
Mobility	High	0	N/A
Loading zones	High	0	N/A
Bicycle/micro-mobility	High	0	N/A
Car share	High	0	N/A
Electric vehicle charging	Medium	0	N/A
Short-stay (car & motorcycle)	High	Wakefield to Courtenay - 12	Moderate
		Courtenay to Vivian - 19	Low
		Vivian to Basin - 25	None
SPSV*/taxi stands	Medium	12	High
Coach and bus (short stay)	Low	0	N/A
Residents	Lower	0	N/A
Commuter (car & motorcycle)	Lower	0	N/A
Coach and bus (long stay)	Low	0	N/A

Level of Impact	Very high	High	Moderate	Low	Very low	N/A
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Figure 2.5 shows hourly occupancy, the current number of spaces, and future number of spaces from Wakefield Street to Courtenay Place

In this section, the proposed parking removal will:

- have no impact on ability to access the area by car during the day (8:00am to 6:00pm) as the future number of spaces is sufficient to meet demand during this time
- result in a shortfall of around 9 spaces and about 12 spaces compared to the optimal occupancy level, from 6:00pm to 9:00pm. This demand is most likely due to people visiting restaurants in the Courtenay Place area, so will result in a slight reduction in access to dining in the Courtenay Place area.

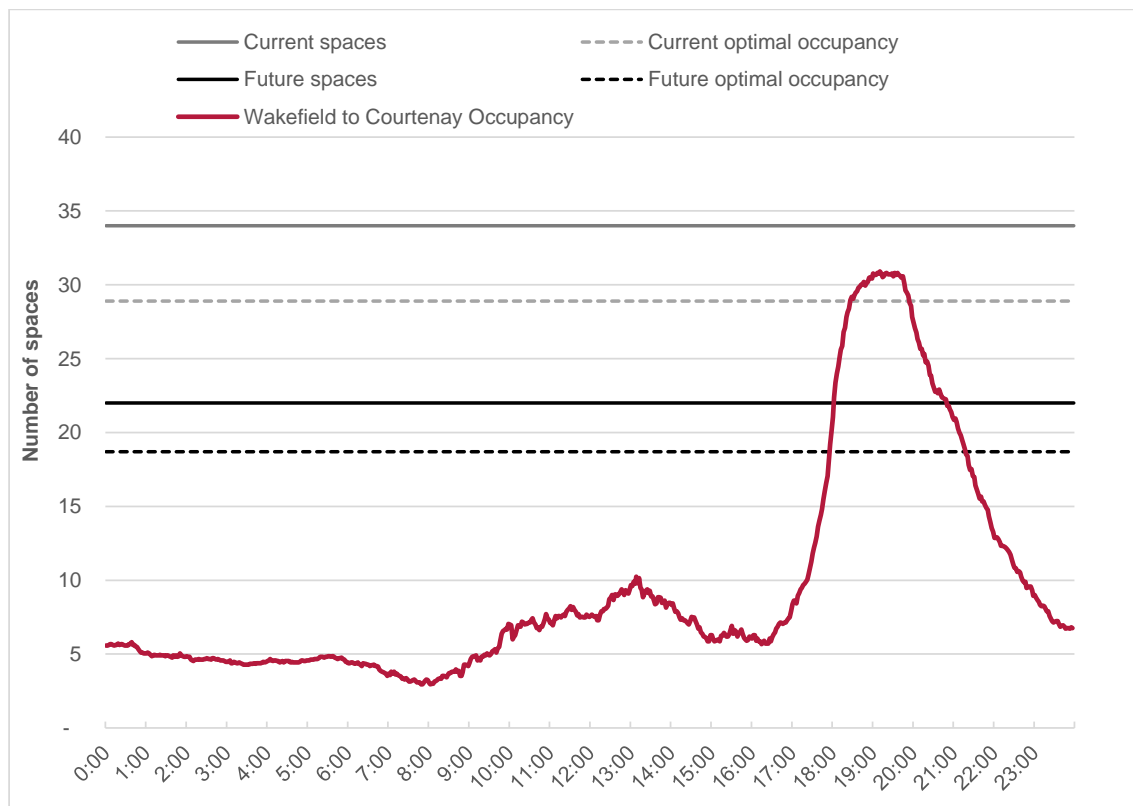


Figure 2.5 Current and future occupancy from Wakefield Street to Courtenay Place



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Figure 2.6 shows hourly occupancy, the current number of spaces, and future number of spaces from Courtenay Place to Vivian Street.

In this section, the proposed parking removal will:

- have no impact on ability to access the area by car during the day (8:00am to 6:00pm) as the future number of spaces is sufficient to meet demand during this time
- result in a shortfall of around 5 spaces and about 15 spaces compared to the optimal occupancy level, from 6:00pm to 9:00pm.

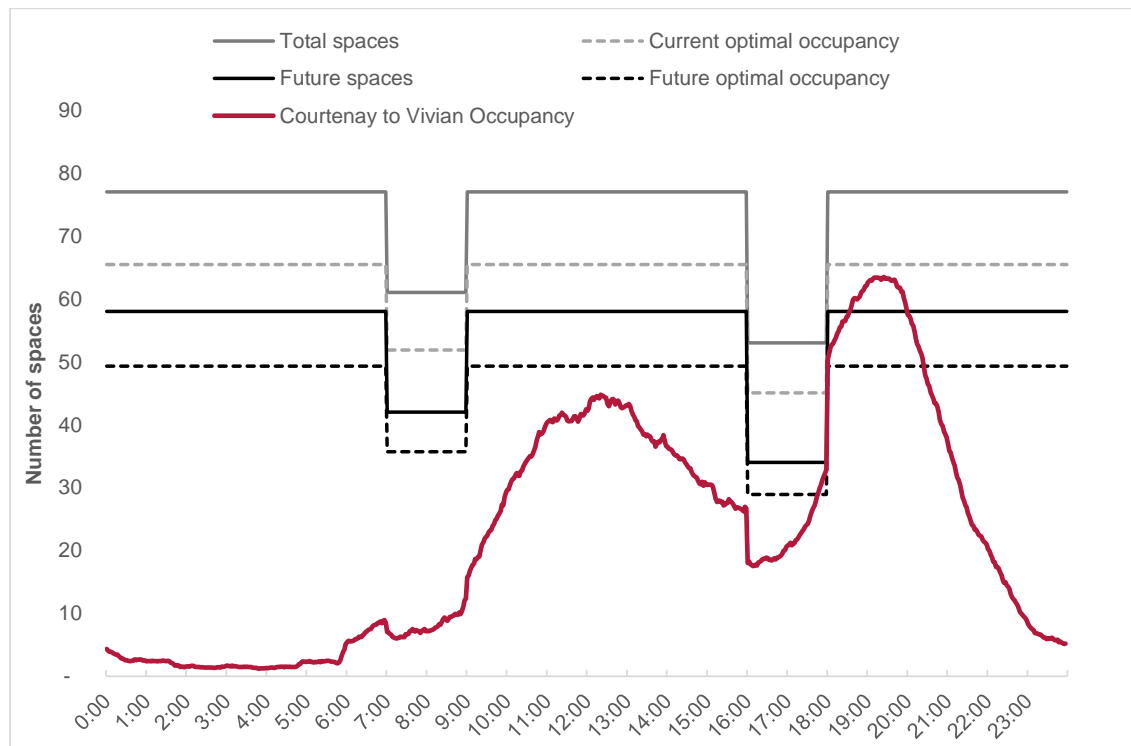


Figure 2.6 Current and future occupancy from Courtenay Place to Vivian Street



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Figure 2.7 shows hourly occupancy, the current number of spaces, and future number of spaces from Vivian Street to the Basin Reserve.

In this section, the proposed parking removal has no impact on ability to access the area by car as the future number of spaces is sufficient to meet demand.

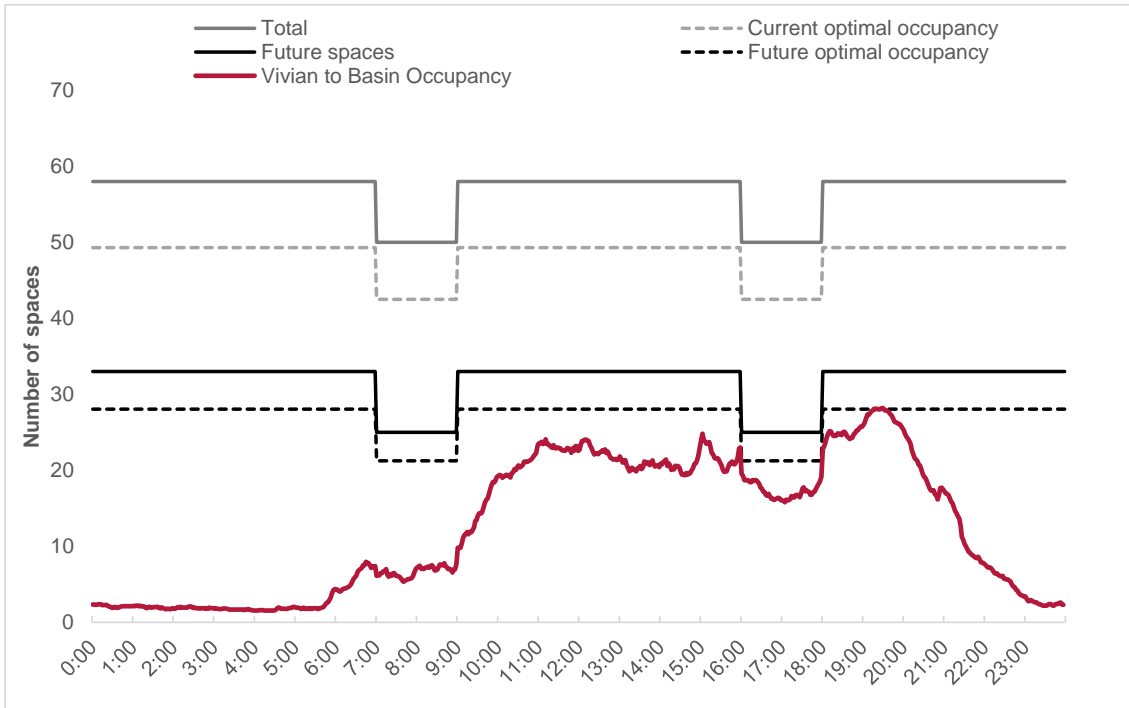


Figure 2.7 Current and future occupancy from Vivian Street to the Basin Reserve



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2.4 Mitigation of parking impact

Table 2.3 outlines the proposed measures to mitigate the impact of parking loss and the expected level of impact after mitigation. After mitigation, the project is expected to have a moderate impact on taxi stands, a low impact on short-stay parking from Wakefield Street to Courtenay Place, a very low impact on short-stay parking from Courtenay Place to Vivian Street and no impact on short-stay parking from Vivian Street to the Basin Reserve.

Table 2.3 Proposed mitigation of parking impact on Cambridge Terrace

Parking type	Proposed mitigation	Level of impact - after mitigation
SPSV*/taxi stands	Relocate taxi stand to the kerbside metered spaces on Cambridge Terrace between Tennyson Street and Alpha Street. This will reduce the size of the Taxi stand from 12 spaces to 7 spaces. Its location provides equally good access to Courtenay Place, as compared to the current location.	Moderate
Short-stay – Wakefield to Courtenay	Convert 7 P60 spaces on Roxburgh Street to metered spaces. This will increase turnover, increase compliance with time limits, and increase availability of parking for diners visiting at peak times.	Low
Short-stay – Courtenay to Vivian	Convert 5 P60 spaces on Roxburgh Street to metered spaces. This will increase turnover, increase compliance with time limits, and increase availability of parking for diners visiting at peak times.	Very low
Short-stay – Vivian to Basin	Convert the following time restricted spaces to metered spaces: 2 - P30 spaces Cambridge Terrace (west/kerb side) 10 – P60 spaces Cambridge Terrace (west/kerb side) 16 – P60 spaces Cambridge Terrace (west/kerb side) This change is supported by the duration of stay analysis, which indicates that over two thirds of visitors using metered spaces are staying for less than one hour.	None
Loading zones	Configure metered car parks on the west/kerbside of Cambridge Terrace for use as a loading zone during off-peak times. This will prevent large vehicles from double parking while loading and unloading, and is an improvement on the current state, where there are no loading zones.	None

Level of Impact	Very high	High	Moderate	Low	Very low	N/A
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3. Adelaide Road

3.1 About the area

The Newtown to Waterfront project is proposed to run along Adelaide Road from the Basin Reserve to the intersection of John St, Adelaide Road, and Riddiford Street.

Adelaide Road is a key transport route that connects Wellington’s central city with the southern suburbs and facilitates access to the Wellington Regional Hospital. It is a main bus route and a primary connection for people on bikes.

Adelaide Road has several drivers of parking demand, including visitors to local shops and businesses, commuters who work in the area, and use by local businesses.

3.2 Current parking and usage

There are 67 parking spaces on Adelaide Road. Of these spaces, almost two thirds (64%) are coupon spaces. In addition to coupon spaces, there are also 20 P60 parking spaces and four P30 spaces. **Table 3.1** outlines the number and type of parking spaces on Adelaide Road.

On Adelaide Road, the west side parking lane is used as a bus lane from 7:00am to 9:00am Monday to Friday and the east side parking lane is used as a bus lane from 4:00pm to 6:00pm Monday to Friday.

Figure 3.1 shows a map of the current parking types on Adelaide Road.

Table 3.1 Adelaide Road Parking Inventory

Parking type	Charge	Number of spaces
Coupon	\$18.00/day, first 2 hours free, annual fee for residents	43
P60	Free	20
P30	Free	4
Total		67

In 2019, Wellington City Council completed a parking occupancy survey for the wider Newtown area, including Adelaide Road. The study took place over two days during the week and two weekend days in April 2019. The 2019 parking occupancy survey is used to assess parking demand on Adelaide Road, as it is the latest data available.

Figure 3.2 shows hourly occupancy and the current number of spaces on Adelaide Road from the Basin Reserve to John Street. Parking occupancy data shows that parking demand is highest on Adelaide Road during the daytime from 9:00am to 2:00pm. Current parking usage is very high during the day (93% occupancy at 11:00am) and low during the evening (49% occupancy at 7:00pm). On this section, average occupancy levels exceed the optimal 85% occupancy level from around 8:00am to 9:00am and 11:00am to 12:00pm.

During the midday peak from 11:00am to 12:00pm:

- Almost half (45%) of spaces are occupied by commuters
- About a third (32%) of spaces are occupied by visitors staying less than one hour
- A small proportion (9%) of spaces are occupied by visitors staying between one and four hours
- A small proportion (7%) of spaces are occupied by residents or other people who have left their car overnight
- A small proportion (7%) of spaces are empty.



Figure 3.1 Current parking on Adelaide Road – John to Basin

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The parking spaces on Adelaide Road represent a portion of the parking supply in the area. When considering the wider Adelaide area, Adelaide Road currently provides 28% of the 236 total parking spaces in the area. The side streets that provide parking access to the Adelaide area, include:

- Broomhedge Street: 4 unrestricted spaces
- Douglas Street: 12 coupon spaces
- Myrtle Crescent: 19 Residents spaces, 37 Coupon spaces
- Drummond Street: 27 coupon spaces
- King Street: 56 coupon spaces, and
- Oxford Terrace: 13 coupon spaces, 1 mobility space.

Figure 3.3 shows the shows hourly occupancy and the current number of spaces on side streets in the Adelaide area. Parking occupancy data shows that parking demand is highest on the side streets around Adelaide Road during the daytime from 9:00am to 5:00pm. Current parking usage is optimal during the day (86% occupancy at 1:00pm) and moderate during the evening (67% occupancy at 7:00pm). On these side streets, average occupancy levels are around the optimal 85% occupancy level from around 8:00am to 5:00pm.

During the midday peak from 11:00am to 12:00pm:

- A large proportion (38%) of spaces are occupied by residents or other people who have left their car overnight
- A large proportion (39%) of spaces are occupied by commuters
- A small proportion (4%) of spaces are occupied by short-term visitors staying less than four hours
- Less than one fifth (17%) of spaces are empty.



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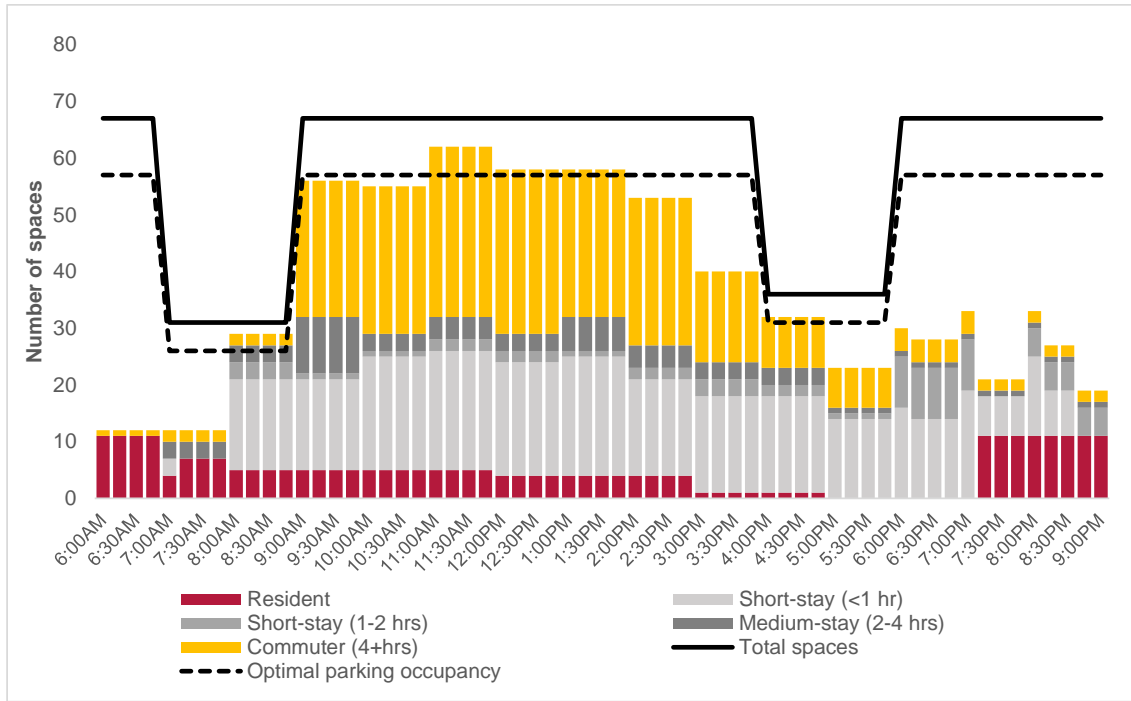


Figure 3.2 Parking usage on Adelaide Road – John St to the Basin Reserve

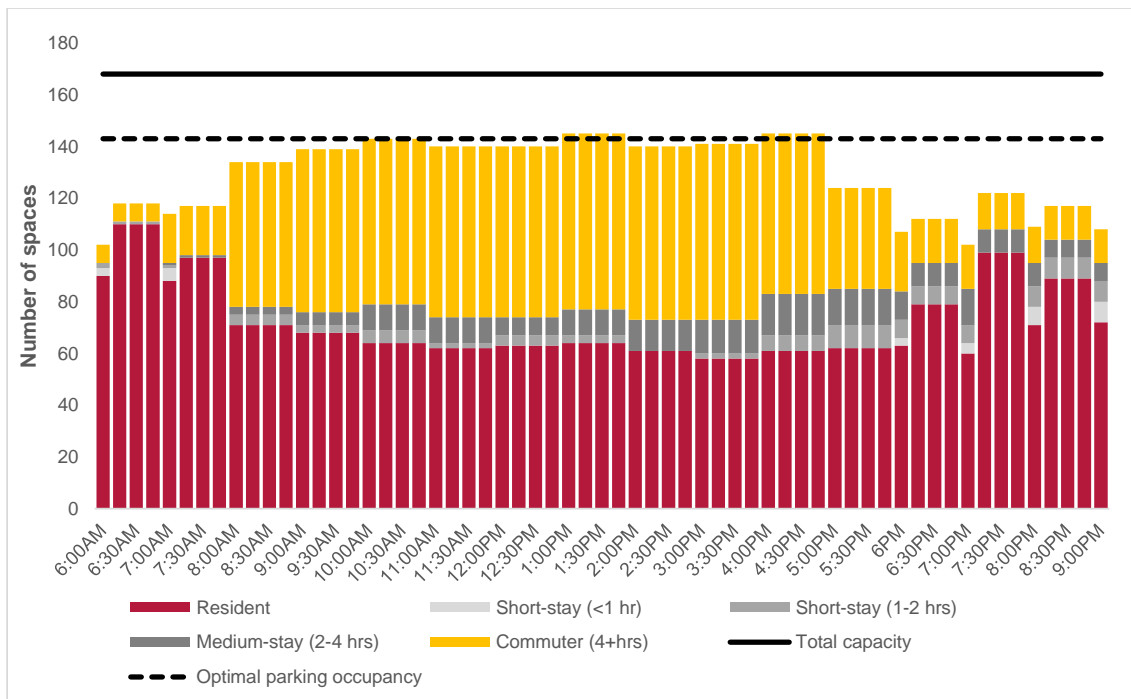


Figure 3.3 Parking usage on side streets near Adelaide Road - John St to the Basin Reserve

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3.3 Impact of improvements on parking

The Newtown to Waterfront project is expected to result in the removal of 60 of the 67 parking spaces located on Adelaide Road. The seven P60 parking spaces located outside the Accident and Urgent Medical Centre are proposed to be retained. **Table 3.2** outlines the impact of transport improvements by parking types set out in the Parking Policy.

Before mitigation, the project is expected to have a high impact on commuter parking and very low impact on residents parking, and these types of parking are lower priority according to the Parking Policy. Before mitigation, the project is expected to have a high impact on short-stay parking, which is low priority on Adelaide Road, according to the Parking Policy.

Figure 3.4 shows current demand for parking in the Adelaide area relative to the future number of parking spaces. If demand and parking restrictions did not change, there would be a shortfall of around 25 spaces at peak times, or 50 more than optimal occupancy levels.

Table 3.2 Impact of improvements on Adelaide Road parking by type

Parking type	Priority level	Spaces removed	Level of impact - before mitigation
Mobility	Low	0	N/A
Loading zones	Low	3	N/A
Bicycle/micro-mobility	Low	0	N/A
Car share	Low	0	N/A
Electric vehicle charging	Low	0	N/A
Short stay (car & motorcycle)	Low	43 – Coupon 17 - P30 - P60	High
SPSV*/taxi stands	Low	0	N/A
Coach and bus (short stay)	Low	0	N/A
Residents	Lower	43 – Coupon	Very low
Commuter (car & motorcycle)	Lower	43 – Coupon ¹	High
Coach and bus (long stay)	Lower	0	N/A

Level of Impact	Very high	High	Moderate	Low	Very low	N/A
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¹ Coupon parking spaces are available for use by short stay visitors free of charge, for long stay visitors/commuters with a \$18/day coupon, or for residents with a valid permit.



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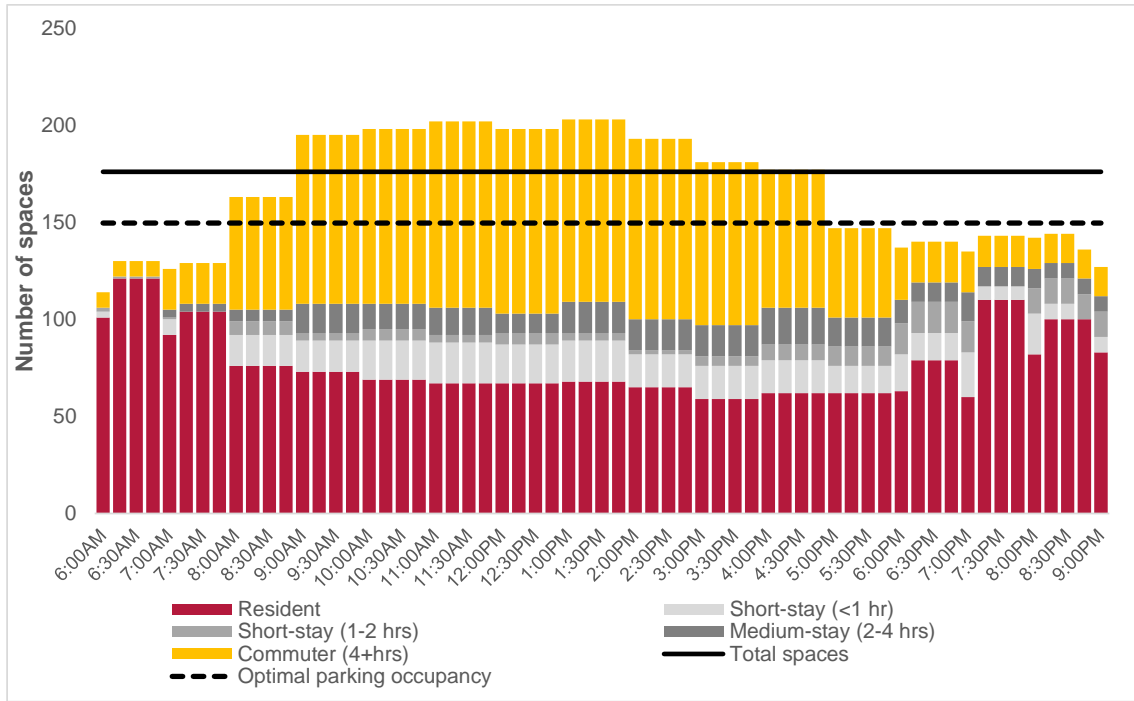


Figure 3.4 Current demand in Adelaide area relative to future number of parking spaces



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3.4 Mitigation of parking impact

Table 3.3 outlines the proposed measures to mitigate the impact of parking loss and the expected level of impact after mitigation. After mitigation, the project is expected to have a very high impact on commuter parking, a high impact on medium-stay parking, a very low impact on short-stay parking, and no impact on residential parking.

Table 3.3 Proposed mitigation of parking impact on Adelaide Road

Parking type	Proposed mitigation	Level of impact - after mitigation
Commuter (4 or more hours)	Encourage commuters to use alternative travel modes or park at off-street parking providers. Communicate alternative travel mode options available and locations of off-street parking providers. Conversion of coupon spaces to P120 increases impact on commuters.	Very high
Short-stay (0-2 hours)	Convert 93 coupon spaces to P120 (Monday to Friday 8:00am to 6:00pm) with residents exempt from the time restrictions and residents only in the evenings and weekends. This will avoid the spaces being filled by commuters early in the morning and ensure that short-stay visitors are able to find a parking space throughout the day.	Very low
	Convert 4 unrestricted spaces on Broomhedge Street to P120 spaces. This will increase availability of parking for short-term visitors to local businesses.	
Medium-stay (2-4 hours)	Direct these visitors to use alternative travel modes, use coupon parking or park at off-street parking providers. Communicate alternative travel mode options available and locations of off-street parking providers. Conversion of coupon spaces to P120 increases impact on medium-stay visitors.	Very high
Resident	Convert 93 coupon spaces to P120 (Monday to Friday 8:00am to 6:00pm) with residents exempt from the time restrictions and residents only in the evenings and weekends. This will make more space available for residents relative the current state.	None
	Convert 2 coupon spaces on Drummond Street to car share spaces. Historically, Wellington car sharing has proven to remove as many as 11 cars in each location applied (through sale or deferred purchase). In the long term it may enhance parking availability as more people take up car sharing instead of owning their own vehicle (or a second vehicle).	

Level of Impact	Very high	High	Moderate	Low	Very low	N/A
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Table 3.4 shows the number and type of parking spaces in the Adelaide area currently and after the proposed mitigation. The proposed parking type by street is as follows:

- **Adelaide Road:** 7 P60 spaces
- **Broomhedge Street:** 4 P120 spaces
- **Douglas Street:** 12 P120/Residents exempt spaces
- **Myrtle Crescent:** 19 P120/Residents spaces, 37 Coupon spaces
- **Drummond Street:** 25 P120/Residents exempt spaces, 2 Car share spaces
- **King Street:** 56 P120/Residents exempt spaces
- **Oxford Terrace:** 13 Coupon spaces, 1 Mobility space.



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Table 3.4 Adelaide area parking spaces, current and after mitigation

Parking type	Charge	Current spaces	Spaces after mitigation
Coupon	\$18.00/day, first 2 hours free, annual fee for residents	188	50
Resident	Annual fee for residents	19	0
P60	Free	20	7
P30	Free	4	0
P120	Free	0	4
Unrestricted	Free	4	0
P120 / Residents Exempt	P120 free, annual fee for residents	0	112
Mobility	Free	1	1
Car share	Free for customers. Operators priced according to Car Share policy	0	2
Total		236	176

The projected impact by user type, relative to the current state, is as follows:

- **Resident:** Ability to find a car park is improved as conversion of coupon spaces to P120 / Residents Exempt will increase the availability of car parks available for residents.
- **Short-stay (0-2 hours):** Ability to find a car park is improved as conversion of coupon spaces to P120 / Residents Exempt will increase the availability of car parks available for short-term visitors. People visiting Adelaide Road will have to walk to their destination from parking located on side streets.
- **Medium-stay (2-4 hours) and Commuter (4 or more hours):** Ability to find a car park is substantially reduced. About 60 people who currently drive to the area and park on the street will need to travel to the area by alternative modes or park privately.



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4. Riddiford Street

4.1 About the area

The Newtown to Waterfront project is proposed to run along Riddiford Street between the John Street and Adelaide Road intersection and the Mein and Hall Street intersection.

Riddiford Street is a regional road in the suburb of Newtown. It is a primary north-south connection for private vehicles, bus passengers and people on bikes. Riddiford Street facilitates access to the Wellington Regional Hospital, which has several access points along the east side of Riddiford Street.

Local drivers of parking demand include the Wellington Regional Hospital, medical related facilities (e.g. the Cancer Society), short-term accommodation facilities, and retail shops clustered south of the the John Street and Adelaide Road intersection.

4.2 Current parking and usage

There are currently 59 parking spaces on Riddiford Street. Almost all the spaces are short-term car parks, with time limits between 10 minutes and 60 minutes. There is also a small taxi-stand with three parking spaces. **Table 4.1** outlines the current number and type of parking spaces on Riddiford Street.

Figure 4.1 shows a map of the current parking types on Adelaide Road.

Table 4.1 Riddiford St Street Parking Inventory

Parking type	Charge	Current spaces
P10	Free	3
P15	Free	15
P60	Free	38
Taxi stand	Free	3
Total		59

The 2019 parking occupancy survey is used to assess parking demand on Riddiford Street, as it is the latest data available.



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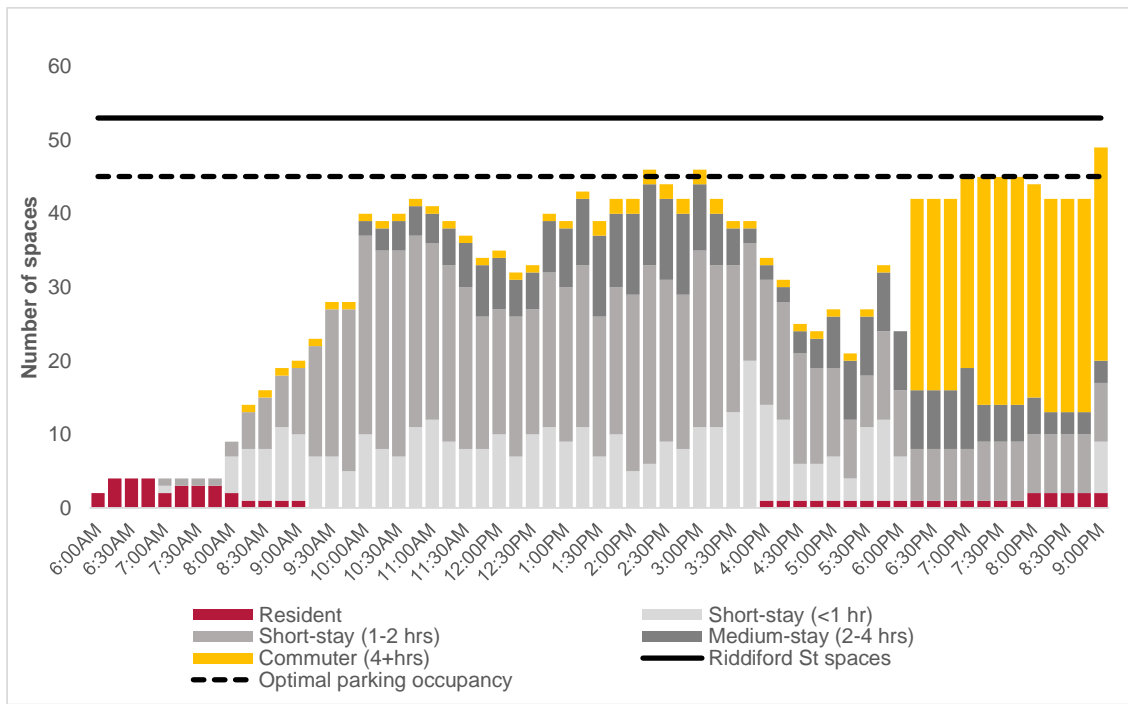


Figure 4.2 shows hourly occupancy and the current number of short-stay spaces on Riddiford Street. Parking occupancy data shows that parking demand is highest on Riddiford Street during the evening at 7:00pm. Current parking usage is moderate during the day (74% occupancy at 1:00pm) and optimal during the evening (83% occupancy at 7:00pm). On this section, average occupancy levels do not exceed the optimal 85% occupancy level.

During the midday peak from 11:00am to 12:00pm:

- About a third (32%) of spaces are occupied by visitors staying 1 to 2 hours
- About one fifth (19%) of spaces are occupied by visitors staying less than one hour
- A small proportion (13%) of spaces are occupied by visitors staying two to four hours
- A very small proportion (2%) of spaces are occupied by visitors staying more than four hours
- About a third (32%) of spaces are empty.

Occupancy data suggests that time limits are not well aligned with demand, as there is low compliance with the time limits and most spaces are occupied by vehicles exceeding the time limits.

At 9:00pm, a large proportion (55%) of spaces are occupied by vehicles staying longer than four hours. As the spaces are vacated at 6:00am, these are unlikely to be residents, and are likely commuters working the overnight shift at the Wellington Regional Hospital.

The parking spaces on Riddiford Street represent a portion of the parking supply in the area. When considering the wider Hospital area, Riddiford Street currently provides under one third (31%) of the 193 total parking spaces in the area. The side streets that provide parking access to the Hospital area, include:

- **Adelaide Road (John St to Hall St):** 13 Residents spaces, 38 Unrestricted spaces, 1 P10 space, 3 P15 spaces
- **Mein Street (Riddiford St to Owen St):** 6 P60 Spaces, 4 P10 Spaces, 23 Unrestricted spaces
- **Hall Street (Riddiford St to Adelaide Rd):** 4 Residents spaces, 28 Unrestricted spaces, 3 P5 spaces
- **Nikau Street:** 11 Unrestricted spaces



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Figure 4.3 shows the shows hourly occupancy and the current number of spaces on side streets in the Hospital area. Parking occupancy data shows that parking demand is moderate across the day. Current parking usage is moderate during the day (76% occupancy at 12:00pm) and moderate during the evening (68% occupancy at 7:00pm). On these side streets, average occupancy levels do not exceed the optimal 85% occupancy level.

During the midday peak at 12:00pm:

- Almost half (46%) of spaces are occupied by residents or other people who have left their car overnight
- Over a quarter (28%) of spaces are occupied by commuters
- A small proportion (2%) of spaces are occupied by short-term visitors staying less than four hours
- About a quarter (24%) of spaces are empty



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Figure 4.1 Current parking on Riddiford Street – John St to Mein St

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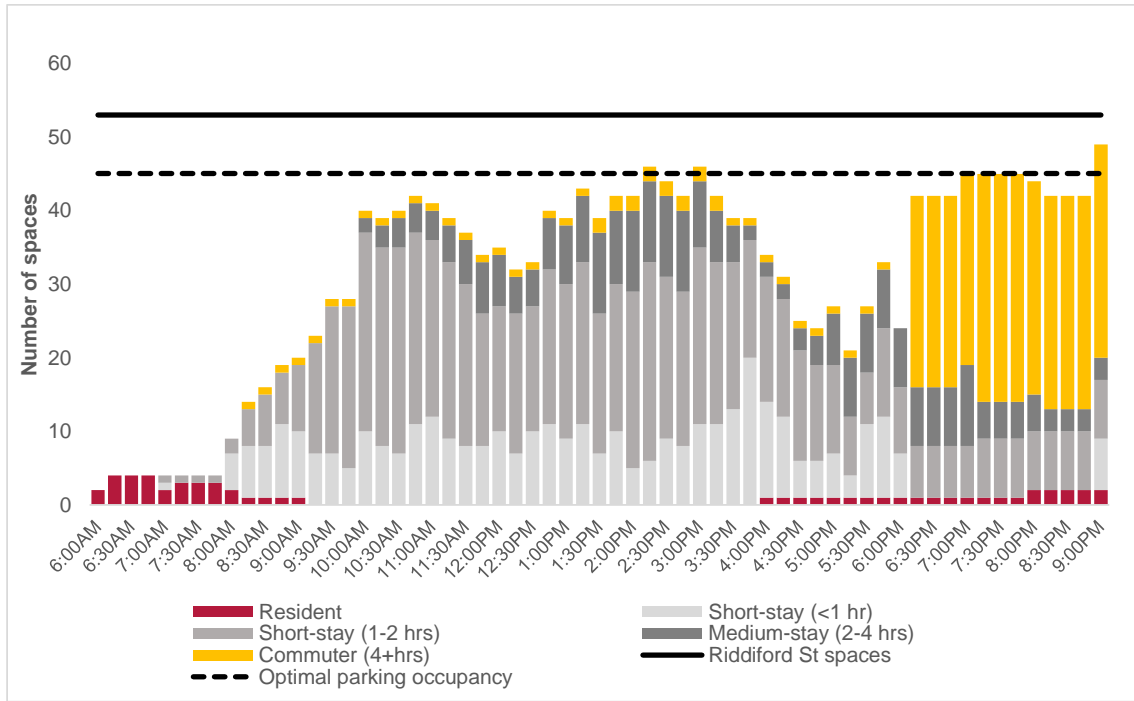


Figure 4.2 Parking usage on Riddiford St (John St to Hall St)

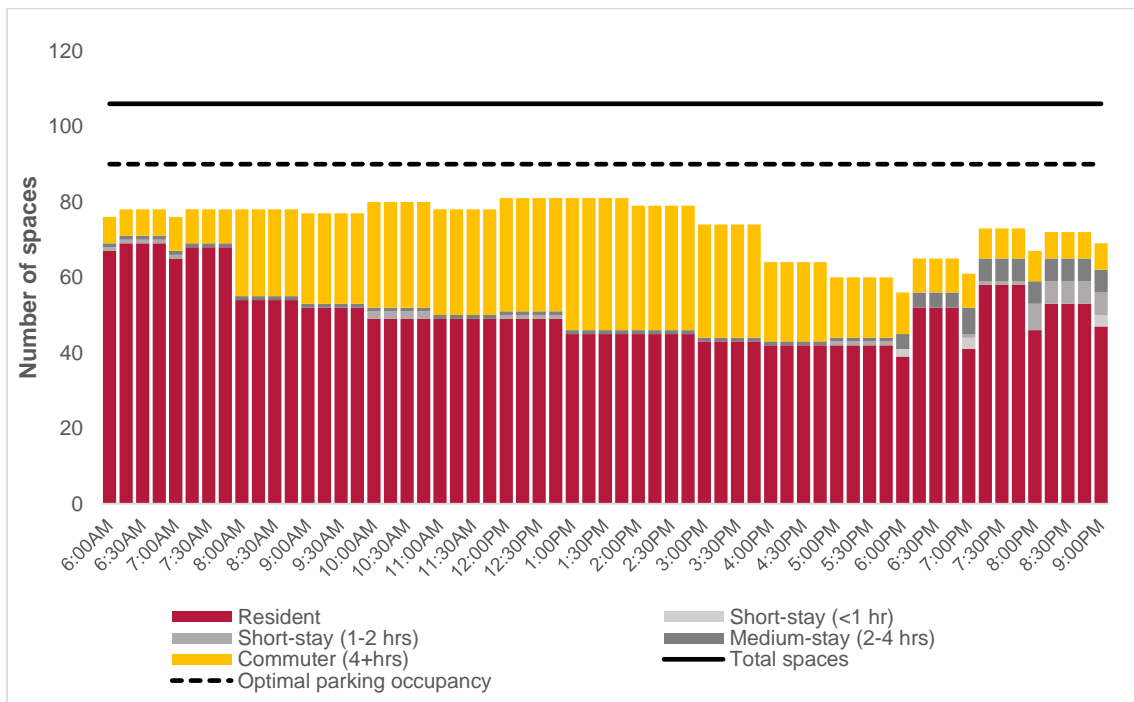


Figure 4.3 Parking usage on side streets near Riddiford St (John St to Hall St)

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4.3 Impact of improvements on parking

The Newtown to Waterfront project is expected to result in the removal of all 59 parking spaces located on Riddiford Street. **Table 4.2** outlines the impact of transport improvements by parking types set out in the Parking Policy.

Before mitigation, the project is expected to have a low impact on taxi stands and a high impact on short-stay parking. Short-stay parking and taxi stands are low priority on Riddiford Street, according to the Parking Policy.

Figure 4.4 shows current demand for parking in the Adelaide area relative to the future number of parking spaces. If demand and parking restrictions did not change, there would be a shortfall of around 20 spaces and 40 spaces above the optimal number of spaces from around 10:00am to 4:00pm.

Table 4.2 Impact of improvements on Riddiford Street parking by type

Parking type	Priority level	Spaces removed	Level of Impact - before mitigation
Mobility	Low	0	N/A
Loading zones	Low	0	N/A
Bicycle/micro-mobility	Low	0	N/A
Car share	Low	0	N/A
Electric vehicle charging	Low	0	N/A
Short stay (car & motorcycle)	Low	56	High
SPSV*/taxi stands	Low	3	Low
Coach and bus (short stay)	Low	0	N/A
Residents	Lower	0	N/A
Commuter (car & motorcycle)	Lower	0	N/A
Coach and bus (long stay)	Lower	0	N/A

Level of Impact	Very high	High	Moderate	Low	Very low	N/A
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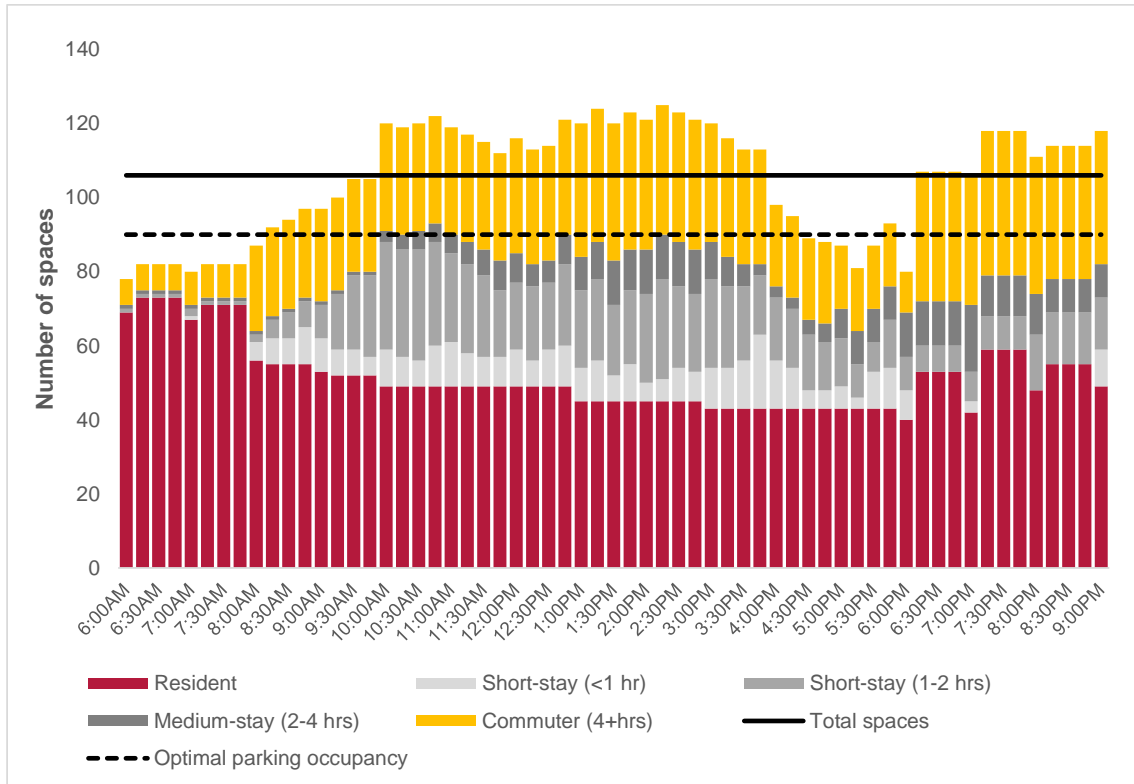


Figure 4.4 Current demand in Adelaide area relative to future number of parking spaces



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4.4 Mitigation of parking impact

Table 4.3 outlines the proposed measures to mitigate the impact of parking loss and the expected level of impact after mitigation. After mitigation, the project is expected to have a low impact on taxi stands and a very low impact on short-stay parking.

Table 4.3 Proposed mitigation of parking impact on Riddiford Street

Parking type	Proposed Mitigation	Level of Impact - after mitigation
Short-stay	Mein Street (Riddiford to Minerva St): Convert 12 unrestricted car parks on the north side of Mein Street to P120 car parks. This more than offsets the loss of 12 P60 spaces on Riddiford St between the Emergency Department entry and Mein St and the time restriction is better suited to visitor stay patterns.	Very low
	Hall Street (Riddiford to Adelaide): Convert 28 Unrestricted car parks and 4 Residents car parks to P120 (Monday to Friday 8:00am to 6:00pm) with residents exempt from the time restrictions and residents only in the evenings and weekends. This will avoid the spaces being filled by commuters early in the morning and ensure that short-stay visitors are able to find a parking space throughout the day and residents are able to find a car park in the evening.	
	Adelaide Road (John to Hall): Convert 38 unrestricted car parks and 13 Resident car parks to P120 (Monday to Friday 8:00am to 6:00pm) with residents exempt from the time restrictions and residents only in the evenings and weekends. This will avoid the spaces being filled by commuters early in the morning and ensure that short-stay visitors are able to find a parking space throughout the day and residents are able to find a car park in the evening. Publicise availability of public car parks available at Countdown Supermarket. Direct users of P10 and P15 spaces on Riddiford Street to P10 and P15 spaces on the west side of Adelaide Road, which are about 60 meters/less than one minute walk away.	
	Nikau St: Convert 11 unrestricted car parks to P120 (Monday to Friday 8:00am to 6:00pm) with residents exempt from the time restrictions and residents only in the evenings and weekends. Improving wayfinding and amenity on pedestrian pathway connecting Nikau Street and Riddiford Street to facilitate visitors to Riddiford Street to use parking on Nikau Street and Adelaide Road.	
Taxi stand	Encourage taxi operators to use the taxi stand located at the Wellington Regional Hospital.	Low

Level of Impact	Very high	High	Moderate	Low	Very low	N/A
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Table 3.4 shows the number and type of parking spaces in the Hospital area currently and after the proposed mitigation. The proposed parking type by street is as follows:

- **Adelaide Road (John St to Hall St):** 51 P120/Resident Exempt spaces, 1 P10 space
- **Mein Street (Riddiford St to Owen St):** 18 P120 Spaces, 4 P10 Spaces, 11 Unrestricted spaces
- **Hall Street (Riddiford St to Adelaide Rd):** 32 P120/Resident Exempt Spaces, 3 P10 spaces
- **Nikau Street:** 11 P120/Resident Exempt Spaces

Table 4.4 Adelaide area parking spaces, current and after mitigation

Parking type	Charge	Current spaces	Spaces after mitigation
Resident	Annual fee for residents	17	0
P5	Free	3	0
P10	Free	8	8
P15	Free	18	3
P60	Free	44	0
P120	Free	0	18
Unrestricted	Free	100	11
P120 / Residents Exempt	P120 free, annual fee for residents	0	94
Taxi	Free	3	0
Total		193	134

The projected impact by user type, relative to the current state, is as follows:

- **Resident:** Ability to find a car park is significantly improved as conversion of coupon spaces to P120 / Residents Exempt will increase the availability of car parks available for residents.
- **Short-stay (0-2 hours):** Ability to find a car park is significantly improved as conversion of coupon spaces to P120 / Residents Exempt will increase the availability of car parks available for short-term visitors. Total number of car parks available for use by short-stay visitors increases by 26. People visiting Riddiford Street will have to walk to their destination from parking located on side streets.
- **Medium-stay (2-4 hours) and Commuter (4 or more hours):** Ability to find a car park is substantially reduced. About 50 people who currently drive to the area and park on the street will need to travel to the area by alternative modes or park privately.



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5. Conclusions

This report has developed a Parking Management Plan as part of the Transition Programme Newtown to Waterfront bike route. The Newtown to Waterfront bike route removes on-street parking spaces and reallocates on-street road space to support active and public transport, supporting Wellington's vision of moving more people using fewer vehicles. This parking management plan re-prioritises the remaining on-street parking spaces, in-line with the parking space hierarchy for different parts of the city established in the Parking Policy. The mitigation measures proposed minimise the impact of parking removal on the ability of users to find a parking space and visit the area.

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