

Thorndon Quay Workshop 4

Minutes

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Meeting: Thorndon Quay Working Group Workshop 4

Venue: Wellington City Council Library Meeting **Date:** 21-June-2017
Room, Level 2, 101 Wakefield Street

Time: 18:00

The fourth workshop of the Thorndon Working Group was held from 6:00pm–8:00pm on Wednesday 21 June 2017, at the Central Library. The attendees at the fourth workshop were:

Organisation	Capacity as a workshop attendee
Wellington City Council	Workshop facilitator
Wellington City Council/Tonkin & Taylor	Project manager
Wellington City Council	Presenter (Chief City Planner)
Wellington City Council	Observation (Transport)
Port Nicholson Trust	Stakeholder – culture and heritage/iwi
Thorndon Residents Association	Stakeholder – local residents association (traffic)
Cycle Aware Wellington	Stakeholder – advocacy group
Hutt Cycle Network	Stakeholder – advocacy group
Khandallah Residents Association	Stakeholder – local residents association
-	Stakeholder – commuter
Living Streets Aotearoa	Stakeholder – advocacy group
Business	Stakeholder – business owner
Business	Stakeholder – business owner
Business	Stakeholder – business owner
-	Stakeholder – commuter
Cycle Advocates Network	Stakeholder – advocacy group
Business	Stakeholder – property owner
Business	Stakeholder – property owner
NZ Transport Agency	Stakeholder – funding

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GWRC	Stakeholder – public transport
Opus International Consultants	Project designer, observation
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Property Owner	Stakeholder – property owner
Wellington City Council	Observation (Communications)

Councillors Sarah Free and Chris Calvi-Freeman from Wellington City Council were in attendance for part of the meeting. Apologies were received from Councillor Gilberd and Councillor Young.

The format and discussions for the evening were broadly focussed around the following topics:

Time	Agenda Item	Owner
6:00pm	Welcome, revisit house rules, and communication etiquette	Charmead
6:05pm	Presentation by David Chick (Chief City Planner)	David
6:15pm	Workshop 3 Summary	Jan
6:20pm	Purpose of Workshop 4	Jan
6:25pm	Long list assessment process	Sam
6:30pm	Activity: Assessing the feasible long list and short listing options <ul style="list-style-type: none"> • Area-wide options • Localised options • Route / corridor options 	All
7:30pm	Group discussion: Agree short lists	Sam
8:00pm	Wrap-up, reminders, close	Charmead

Discussions among working group members were mostly held following the above agenda items. These discussions are recorded in the sections below.

Discussions arising from David Chick's Presentation

During and following on from David's presentation, concerns were raised by Working Group members about the following issues:

- The information considered to date as part of this study has not had enough of a focus on gathering data and information relating to business activities on Thorndon Quay. For example, the information considered hasn't included the 2013 Census data about how many people are employed on Thorndon Quay, or for example, the number of businesses on Thorndon Quay (there are 152 businesses). Council are intending to use the feedback from business and property owners in the Thorndon Working Group to inform this. Care should also be exercised around relying too heavily on current data and opinions because it doesn't reflect/represent future potential.
- Current businesses along Thorndon Quay have not been surveyed as to what their parking needs/requirements are. Past discussions within the Working Group have touched on this. The key point is that customers must be confident that they will be able to find a parking space near the business they are intending to visit. This can be achieved in a number of ways, with several innovative methods of managing parking available. There was discussion around the need for Council to update their parking policy.
- The funding commitment from NZ Transport Agency (approximately \$4 million) is contingent on this project being completed by the end of June 2018, which could create a timing pressure on Council to complete this project. One possibility is that if this project is not complete by June 2018, NZ Transport Agency could ask for their portion of funding back from Council, and this could put future NZ Transport Agency investment at risk. These concerns have been considered as part of the Morrison Low review. Council are also funding part of this project alongside NZ Transport Agency. Several working group members were keen to gain a better understanding into the business case framework, more information on this is available here: <https://www.nzta.govt.nz/planning-and-investment/planning/planning-process/business-case-approach/> and here <https://www.pikb.co.nz/home/the-way-we-work/the-business-case-approach-and-the-assessment-framework/>

In addition to discussions arising from David Chick's presentation, discussions were also held about the separate piece of work the Living Streets Aotearoa is undertaking to identify improvements for pedestrians on Thorndon Quay. Key points raised include:

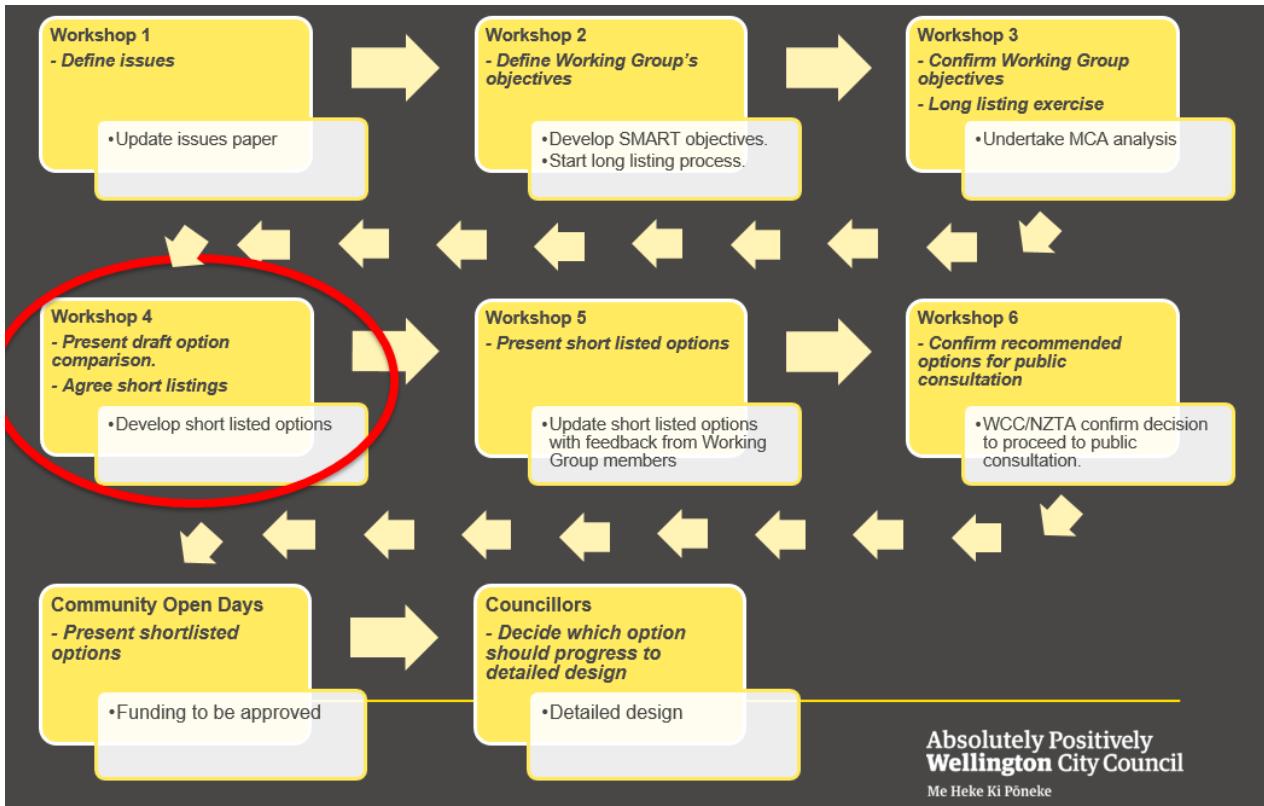
- The Living Streets Aotearoa study is focused on identifying what improvements can be done that are low cost and make a difference.
- Thorndon Quay needs to look different from the surrounding area to mitigate the negative traffic effects and make Thorndon Quay a more pleasant place for pedestrians and businesses.
- The ability for pedestrians to cross Thorndon Quay is critical, but this doesn't have to mean endless zebra crossings and/or pedestrian refuges. The idea is that pedestrians can safely and comfortably cross Thorndon Quay wherever it suits them.
- Living Streets Aotearoa are keen for Thorndon Working Group members to be involved in the study they're preparing, if the Working Group members would like to be involved.

Workshop 3 Summary, and Purpose of Workshop 4

The following tasks were conducted during Workshop 3:

- Finalising the Working Group objectives for the Thorndon Quay improvements.
- Discussions around the Multi-Criteria Analysis (MCA) approach to be used for comparing and short listing options.
- Identifying a long list of options to put through the MCA approach.

The diagram below shows the process and intended steps for the community engagement and Working Group process.



The purpose of Workshop 4 (this workshop) is to:

- Review the feasible long list options
- Conduct short listing of options
- Refine the short listed options

Long List Assessment Process

The options available to be implemented as part of this project have been broken into three different geographical categories:

- **Route treatment options**, i.e. how to allocate road space over the Thorndon Quay corridor
- **Localised improvements**, e.g. improvements to a specific intersection or pedestrian connection
- **Area-wide improvements**, e.g. a reduced speed limit, interpretive panels, etc.

The option assessment process described below has only been applied to the route treatment options. The area wide improvements and localised improvements have been assessed separately and will be

considered for each of the short-listed route treatment options identified from the option assessment process.

Discussions among Thorndon Working Group members at this point included:

- It is counterproductive to have one route treatment option apply to the whole Thorndon Quay corridor, when the corridor has three sections, each with unique characteristics – the section between Hutt Road and the Thorndon SH1 overpass, the straight between the overpass and Davis Street, and the curves between Davis Street and Bunny Street. Consideration should be given to applying different route treatment options over each of these three sections. It was stated that Thorndon Quay is the most complex aspect of this route and, therefore, needs to be addressed first. Attempts to address the other sections and capture people's perspectives have been made through the localised improvement suggestions.
- The Thorndon Working Group members that represent business owners and property owners along Thorndon Quay are all from the straight between the Thorndon overpass and Davis Street, so that the other sections of Thorndon Quay may not have their views adequately represented within the Working Group. Council are aware of this, and have been door-knocking and re-contacting businesses on the other sections of Thorndon Quay to keep them up to speed as to where the Working Group has progressed thus far. General business feedback to date has included that parking is a key concern, and that Thorndon Quay is not a safe place.

Route Treatment Options Assessment

The aim of conducting this option assessment process is to create a short list of route treatment options from the long list options, by comparing the performance of each option against the Wellington City Council Investment Objectives, the Thorndon Working Group Objectives confirmed during the third Working Group Meeting, and the MCA assessment. This is shown in the diagram below.

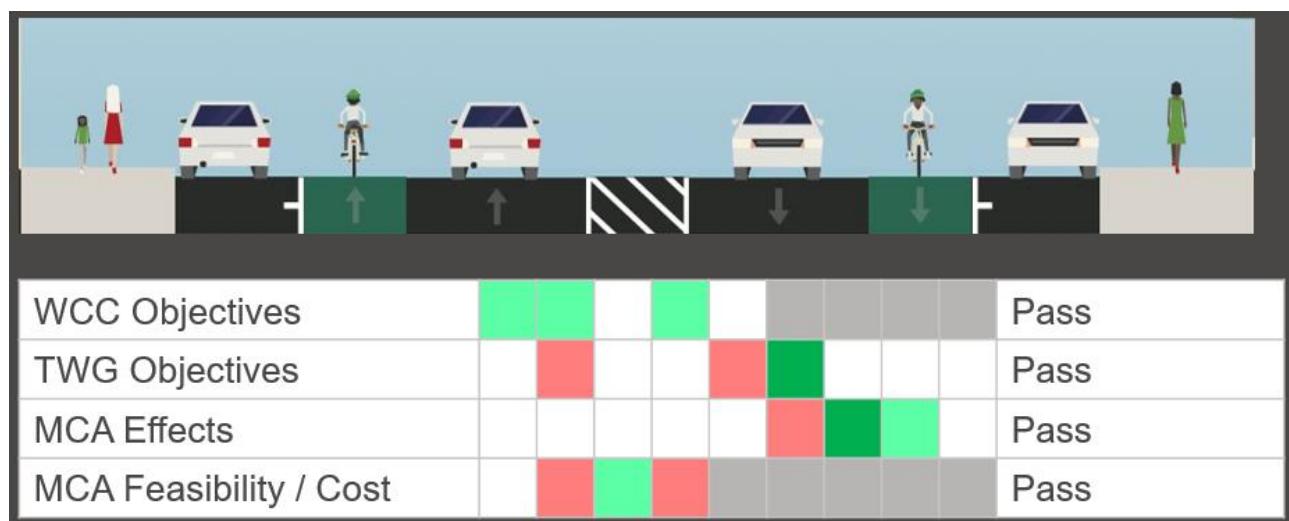


The option assessment process for route treatment options is based on assigning ratings from high positive to high negative to each route treatment option, for each of the five Wellington City Council Investment

Objectives, the nine Thorndon Working Group Objectives confirmed during the third Working Group Meeting, and the nine MCA effects, and the four MCA feasibility/cost assessments so that each option has 27 ratings assigned. This is shown in the diagram below.

-- (or -2)	High negative	WCC Objectives	1	2	3	4	5			
- (or -1)	Negative		1	2	3	4	5			
0	Neutral		1	2	3	4	5	6	7	8
+ (or +1)	Positive		1	2	3	4	5	6	7	9
++ (or +2)	High positive		1	2	3	4	5	6	7	8
			1	2	3	4	5	6	7	9
WCC Investment Objectives		Working Group Objectives					MCA – Effects			
1. Achieve a high level of service for cyclists within an integrated transport network		1. Increase pedestrian and cycling connectivity 2. Reduce the number of injury-causing crashes on Thorndon Quay 3. Reduce travel speeds on Thorndon Quay 4. Reduce the number of single occupancy commuter cars traveling on Thorndon Quay 5. Provide local parking facilities that meet customer and business requirements 6. Maintain safe and consistent access to business					1. Cycle Network Fit 2. Transport Network Fit 3. Pedestrian Effects 4. Bus Users Effects 5. Motorised Traffic Effects 6. Parking Effects 7. Property Effects 8. Environmental Effects 9. Cultural Effects			
2. Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience		7. Maintain or improve the consistency of bus journey times along Thorndon Quay					1. Planning Feasibility 2. Delivery Feasibility 3. Funding Feasibility 4. Total Cost			
3. Cycling is a viable and attractive transport choice		8. Increase the number of 'interested, but concerned' pedestrians and cyclists travelling through the area					1. Planning Feasibility 2. Delivery Feasibility 3. Funding Feasibility 4. Total Cost			
4. The crash rate, number and severity of crashes involving people on bikes is reduced		9. Include electric vehicles and car-sharing areas along the route					1. Planning Feasibility 2. Delivery Feasibility 3. Funding Feasibility 4. Total Cost			
5. Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington										

An example of the 27 option ratings for one route treatment option is shown in the diagram below.



27 long list route treatment options were identified, then sifted to identify feasible options by not including any options that involved:

- Complete removal of parking on one or both sides of road.
- Options that would require property purchases (within road corridor/property boundary).
- Central bus or bicycle lanes (due to safety issues associated with the transitions for placing these modes in the centre of the road, and safety issues associated with intersection form/turning vehicles for other roads connecting to Thorndon Quay).
- Unsafe provision for any mode (e.g. lane to narrow).

From the sifted long list options, nine feasible route treatment options were identified. These were then further developed to create option variants.

Localised Improvement Options

18 long list of options were identified, with 17 feasible options taken forward for consideration. The option that involved closing Mulgrave Street to through traffic was not deemed feasible.

Area Wide Improvement Options

9 long list options were identified, with all of these options being feasible and taken forward for consideration.

Long List to Short List Activity

Three stations were set up around the room: a station showing route treatment options, a station showing localised improvement options, and a station showing area wide treatment options. Each station has posters describing each option, and the preliminary ratings for each option (from high positive to high negative) against the Wellington City Council Investment Objectives, the Thorndon Working Group Objectives, the MCA effects, and the MCA feasibility/cost assessments.

The Thorndon Working Group members split into three smaller groups, with each group spending 20 minutes at each station, then rotating around to the next station over the next hour. While at each station, working group members were asked for each of the route treatment, area wide, and localised improvement options:

- What is your preferred option/top priority?
- What is your second preferred option/second priority?
- Are there any options that you really don't like?
- Do you agree with the ratings assigned to each option?
- Are there any improvements, suggestions, or comments you have for the design of each option?

Working group members each picked one preferred option, one second preferred option, and up to two options they didn't like for each of the route treatment options, the area wide options, and the localised improvement options.

Group Discussion: Agree Short List

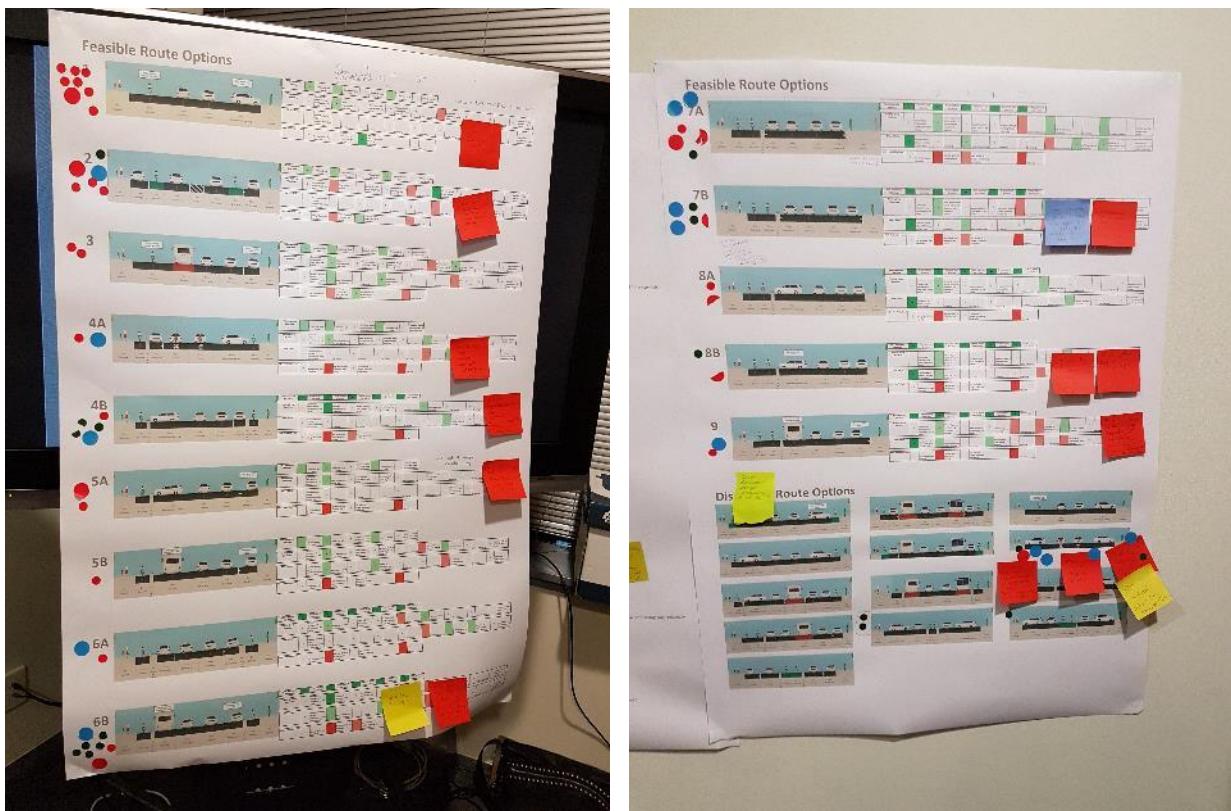
Note that the points below reflect some of the outcomes that were immediately apparent from the Long List activity described above, and that the findings may not reflect agreement on the short list of options from all Working Group members.

Route Treatment Options

From the route treatment options, there is a strong preference among working group members for the following options:

- 4B – protected one-way cycleways with full-time angle parking southbound and parallel parking other side
- 6B – protected one-way cycleways with clearway peak direction bus lanes / parallel parking both sides
- 7B – protected two-way cycleway with full time parallel parking both sides and wide footpath on the east side

There was also support for a discarded option which was, as existing with no clearways, a reduced speed limit and sharrows. This option will not be progressed further as it has negative alignment with the Council Investment Objectives, a number of the Working Group Objectives, and does not align with Engineering Best Practice. Aspects of the discarded option, such as reducing vehicle speeds are included in the Area-Wide and Localised Improvements.



Localised Improvement Options

Generally, all of the localised improvement options were supported by the group with no strong preferences indicated.

Area-wide Improvement Options

Generally, all of the localised improvement options were supported by the group with strong preferences for the following options:

- Removal of long-stay parking;
- Reduced speed limit; and
- Beautification.

General feedback

- Operating speed is key – this could be achieved by either/or both a speed limit or better urban design/traffic calming techniques.
- Should pedestrian crossing design improvements be focused more around more/better crossing points? Or should the designs focus on making it easy for pedestrians to cross anywhere on Thorndon Quay?
- The Tinakori Road signalised intersection could include a specific phase for cyclists to cross from the southern side of Thorndon Quay onto the Hutt Road shared path.
- Option 6B is similar to the cycleway design in Island Bay – we already know there are issues with this design because competitive road cyclists travelling along Adelaide Road don't use the cycleway, using the main traffic lanes instead and holding up vehicles on Adelaide Road. The transition between Thorndon Quay and the Hutt Road shared path for this option is crucial.
- Having clearways between 4pm and 6pm on the southern side of Thorndon Quay is not a good idea – for some businesses, this represents more than 25% of their daily opening hours or turnover, since customers are more likely to stop in the afternoon/evening on their way home than in the morning on the way to work.
- Preference from multiple working group members not to mingle Option 4B and Option 6B in the shortlisting process, since they would have quite different effects on Thorndon Quay.
- Thorndon Working Group members are still concerned that the case for making cycling and other improvements along Thorndon Quay is not adequately supported by the data collected to date, and that Council should commit more funding into further data collection, investigations, and analysis. Council agree, but reiterate the need to get to short-listed options to understand what data needs to be collected.