

# Evans Bay Connections Workshop 2

## Minutes of Working Group Workshop

**Meeting:** Evans Bay Connections Working Group Workshop 2

**Venue:** ASB Centre, Kilbirnie **Date:** 28-April-2017

**Time:** 18:00

The second workshop of the Evans Bay Connections Working Group was held from 6:00pm–8:00pm on 28 May 2017, at ASB Centre, Kilbirnie. The attendees at the second workshop were:

Present	Name	Organisation
		Community Resident
		Evans Bay Yacht and MB Club
		Community Resident
		Commuter Cyclist
		Commuter Cyclist
		CAW
		Commuter Cyclist
		Living Streets
		CMC Trust
		Community Resident
		Commuter Cyclist
	Cr. Chris Calvi-Freeman	WCC
	Cr. Sara Free	WCC
	Ben Alexander (BA)	WCC
	Ryan Dunn (RD)	T+T
	Roger Burra (RB)	41 South

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

- Introduction to Roger Burra of 41 South – new Project Manager on behalf of Wellington City Council
- A summary of workshop 1 – including the process and goals, evidence base, character of Evans Bay, opportunities, issues and constraints of the Evans Bay route
- Confirming the issues from workshop 1, and the issues paper
- The opportunity – what outcomes are sought from this project
- A brainstorm of investment objectives; and
- Discussion of the long list of project options.

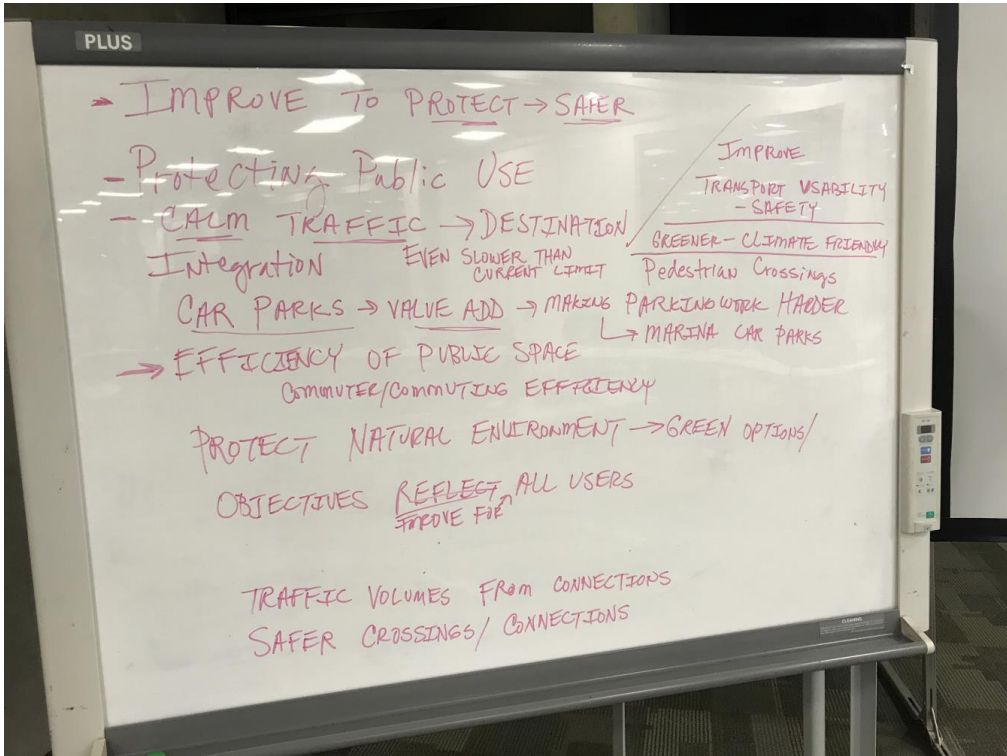
The outcomes of these discussions are listed in detail below. The meeting agenda is attached.

Item	Discussion	Action
<b>1.</b>	<b>Introductions</b>	
1.1	Introductions of the group were made, with a few newcomers to the working group not present at workshop 1. Introduction of Roger Burra to the working group.	
1.2	BA explained to the attendees what the purpose of workshop 2 would be, and that this is the workshop that confirmed the community objectives, and looked to develop the long list of possible initiatives.	
<b>2.</b>	<b>Background Information</b>	
2.1	<p>BM and RD explained the summary of workshop 1 and the evidence base, including:</p> <ul style="list-style-type: none"> <li>- The background to the project</li> <li>- The purpose of the working group, the process and the goals, including the terms of reference</li> <li>- The evidence base presented (data analysis) contained in the issues report</li> <li>- The outcomes of the workshop 1 group activity defining the character of Evans Bay</li> <li>- The outcomes of the workshop 1 group activity defining the opportunities, issues and constraints of the Evans Bay route.</li> </ul> <p>This background information is contained within the meeting minutes for workshop 1, and within the draft issues paper prepared by Tonkin + Taylor.</p> <p>Working group members were encouraged to read the documentation in their working group information pack and the issues report.</p>	

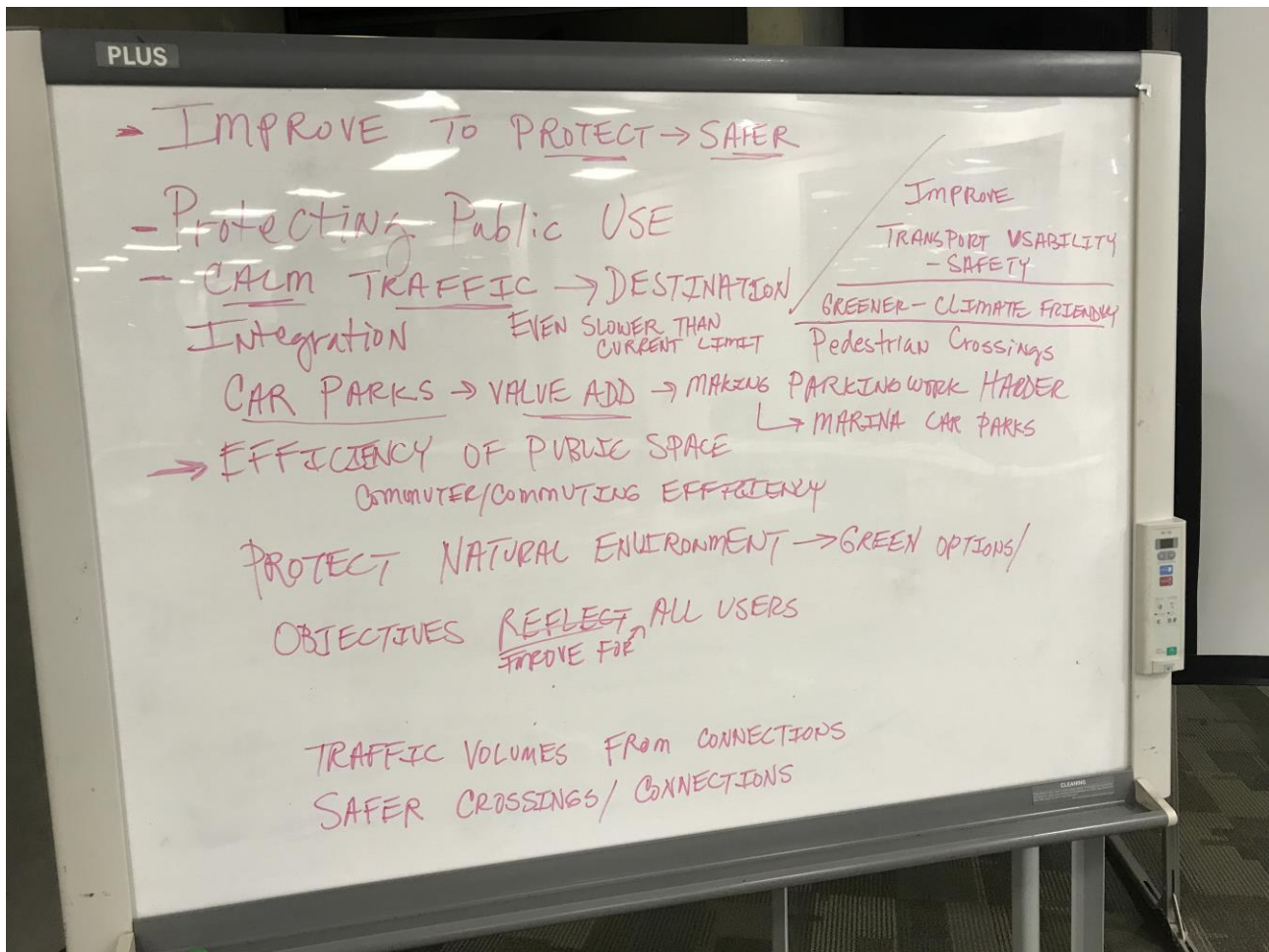
Item	Discussion	Action
3.	<b>Confirming the Issues</b>	
3.1	<p>RD summarised the issues paper, and other issues identified through the public open days and working group session 1.</p> <p>These issues were reported in the workshop 1 meeting minutes. Further issues for consideration were raised by working group members including:</p> <ul style="list-style-type: none"> <li>- Consideration of e-bikes</li> <li>- The diversity within user groups</li> <li>- RD raised the results of further traffic speed records and parking occupancy surveys. It was confirmed that some 50% of drivers exceed the 50km/h speed limit on Evans Bay Parade. The parking occupancy surveys showed an average of some 45% of the 500 parking spaces on Evans Bay Parade are occupied at any one time on the survey week.</li> <li>- These latter two issues formed the discussion on objectives later in the workshop</li> <li>- A working group member raised the possibility of obtaining historic traffic flow data for Evans Bay Parade to observe traffic growth on the corridor over previous years. RD to investigate.</li> <li>- The working group were asked to contribute feedback on the issues paper, in order for the issues paper to be finalised. The importance of a robust issues paper was discussed, this forms the evidence base of issues for which the project investment must be targeted to solving. RB is to send an email to working group members advising what feedback is to be sought on the issues paper.</li> </ul>	<p>RD to investigate reporting historic traffic flow data for Evans Bay Parade</p> <p>RB to clarify feedback requested on issues paper and timetable for gathering feedback</p>

Item	Discussion	Action
4.	<b>The Opportunity</b>	
4.1	<p>BA presented a slide that showed the reason for investment in cycling infrastructure.</p> <div data-bbox="236 367 1241 1086" data-label="Complex-Block"> <p><b>Cycling in Wellington – 3 problems</b></p> <p><b>Why are we investing? What problems do we need to solve?</b></p> <ol style="list-style-type: none"> <li><b>1. Poor cycling perception</b> – poor cycling uptake, due to the perception that cycling is unsafe and inconvenient, is reducing cycling's contribution to the transport system</li> <li><b>2. Unappealing environment</b> – an unappealing environment for people on bikes is reducing transport and recreation choices for Wellingtonians</li> <li><b>3. High crash risk</b> - unforgiving infrastructure and poor road user behaviour is resulting in significantly higher than average rates of harm to people on bikes</li> </ol> <p>Absolutely Positively Wellington City Council Me Heke Ki Pōneke</p> </div> <p>The opportunity - \$4M to spend. The correction was noted for the total available budget for the project.</p> <p>BA asked what the outcomes the working group want from developing Evans Bay Parade. A list of potential outcomes was presented and attendees were asked to provide feedback to assist in developing the project objectives:</p> <ul style="list-style-type: none"> <li>- More tourists?</li> <li>- More people drinking coffee roadside?</li> <li>- More enticing places to stop?</li> <li>- Something the community is proud of?</li> <li>- Cycling facility that is safe for all users?</li> <li>- More people active?</li> </ul>	
5.	<b>Investment Objectives</b>	
5.1	<p>There are to be two sources of investment objectives by which options are assessed and ranked for their contribution towards. These will be the WCC Cycling Investment Objectives, and the community objectives developed in workshop 2. The objectives will be one measure used to proceed towards a preferred project option.</p>	

Item	Discussion	Action
5.2	<p>Working group members queried the development of community project objectives around vehicle safety when the project budget was for cycleway infrastructure. There was concern that cycling infrastructure opportunities may lose out to non-cycleway initiatives.</p> <p>The WCC Cycling objectives were shown. These objectives have a cycling focus, which are agreed with government for the investment funds for the project:</p> <div data-bbox="236 443 1236 1184"> <h2 style="color: #FFD700;">WCC Cycling Investment Objectives</h2> <ol style="list-style-type: none"> <li>1. <b>Level of Service</b> - Achieve a high level of service for cyclists within an integrate transport network.</li> <li>2. <b>Network Efficiency</b> - Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience.</li> <li>3. <b>Cycling Uptake</b> - Cycling is a viable and attractive transport choice.</li> <li>4. <b>Cycle Safety</b> - The crash rate, number and severity of crashes involving people on bikes is reduced.</li> <li>5. <b>Wellington City Improvements</b> - Provide transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington.</li> </ol> <div style="text-align: right; margin-top: 20px;"> <p><b>Absolutely Positively</b>  <b>Wellington City Council</b>  <small>Me Heke Ki Pōneke</small></p> </div> </div>	

Item	Discussion	Action
5.3	<p>The working group brainstormed the following community objectives</p> 	
5.4	<p>The working group discussion also covered the following:</p> <ul style="list-style-type: none"> <li>- Framing of an objective around vehicle use (restriction of volumes, speeds or both)</li> <li>- A question was raised around the WCC future vision for use of Evans Bay Parade, with reference to the Lets Get Wellington Moving project. RB to follow up information on current WCC vision.</li> <li>- The urban development strategy user hierarchy was referenced</li> <li>- Controlling parking behaviour during events that has adverse effects on residential area along Evans Bay (i.e. event parking from Kilbirnie)</li> <li>- Making existing facilities such as parking spaces 'work harder'</li> <li>- Making a community village feel for Evans Bay Parade rather than a vehicle dominated through route.</li> </ul>	RB to feed back on the scope or opportunity for exploring options to "de-power" the Evans Bay route between the Eastern Suburbs and City Centre
5.5	A draft list of community project objectives is provided on page 7 of these minutes.	
	Meeting adjourned 8:00pm	

## Community Project Objectives



1. Improve the safety of road users
2. Improve connections between residential areas and the waterfront
3. Enhance the built and natural environment
4. Improve the level of service for pedestrians
5. Improve the efficiency of on-street parking provision
6. Maintain current levels of access for motorised vehicles
7. Improve the route consistency for walking and cycling facilities