

Oriental Bay Connections Workshop 4

Minutes

Meeting: Oriental Bay Connections Working Group Workshop 4

Venue: Level 2 Conference Room, Wellington Library **Date:** Thursday 29 June 2017

Time: 6.00 – 8.30 pm

The fourth workshop of the Oriental Bay Connections Working Group was held from 6:00-8:30 pm on Thursday 29 June 2017, in the Level 2 Conference room of the Wellington Central Library on Victoria Street.

The attendees at the fourth workshop were:

Name	Organisation	Background/ Areas of interest
	Mt Victoria Residents' Association	
	Living Streets Aotearoa	
	Cycle Aware Wellington	
	Oriental Bay Resident	
	Oriental Bay Resident	
	Chaffers Marina	
Bridget Parrott	Wellington City Council	Observation
Joe Hewitt	Wellington City Council	Project Manager
Ben Alexander	Wellington City Council	Project Engagement Officer
David Huang	Jacobs	Project Designer

Opening

Ben opened the meeting at 18:14 with a brief introduction and a summary of Workshop #3. The working group process flow chart was shown to the attendees.

Additional investigations since the last workshop

Joe provided an update on the further analyses that have been undertaken since the last workshop:

- Cost estimates for all options have been updated – now with allowances for improvements at the Freyberg Pool driveway, bus stops and pedestrian crossings.
- Additional parking analysis has been undertaken. Data recorded by the new parking sensors was used this time. Some key findings were:
 - Parking charges (currently \$1.50 per hour on weekdays only) are insufficient to encourage turnover to a level that enables maximum use of the area by as many people as possible which is achieved when normal occupancy is around 85%;
 - The 10-hour time limit is too long to encourage turnover. Around 80% of current users stay for 2-hours or less. Long stay parkers take up 60% of the available parking time despite them representing 20% of the demand.

Charts showing the February and June occupancy data have been included as Appendix A.

Ken commented that parking along this section of Oriental Parade was not just for retail. For example, there are people who come to sail at the harbour will need parking with restrictions longer than just 2 hours. Some people use the Freyberg pool & gym park on street for longer than 2 hours because the off-road car park gets full from time to time. Ben replied that the parking analysis and design options with different parking changes would be presented to the community during the consultation. WCC would be looking into maximise the value of on street parking by better managing the use.

- Bus priority analysis has been undertaken to assess the necessity of bus lanes which are included in some of the long list options. The analysis has confirmed that there are insufficient delayed trips to justify inbound or outbound bus lanes.
- Bus stop rationalisation has been investigated with Greater Wellington Regional Council (GRWC).



GWRC recommended removing stop 6513 Oriental Parade at Chaffers Marina. This stop is unpaired (outbound only) and is 215m from the stop at Waitangi Park and 273m from the stop near Freyberg Pool.

The remaining stop pairs in the vicinity of Waitangi Park, Freyberg Pool and Oriental Terrace appear well positioned to service catchment relative to the location of side streets/access ways and Freyberg Pool.

Ellen enquired why this bus stop was being removed. Joe explained that this was to achieve efficiency in the bus network.

Shortlisting exercise

Joe recapped on the progress of the shortlisting exercise.

- Four blended options added
In the previous workshop (#3), seven long list options were reviewed by the working group. They included the two options recommended by the working group during workshop #2 and five options added by Joe and David after examining all the possible cross-sections and layouts.

Based on the working group's assessment and recommendations, Joe and David have added four blended options: Option 6.1, Option 8, Option 9 and Option 10.

- Option 6.1: No change to existing north side footpath, two-way cycleway on north side with peak-hour bus lanes. No Sharrow road marking to be marked. 30km/hr speed limit to be considered.



Option 6.1

- Option 8: 10m wide footpath on north side, two-way cycle lane on north side, trees on 2.4m wide lane separator.



Option 8

- Option 9: Existing footpaths, two-way cycleway on north side.



Option 9

- Option 10: Existing footpaths, two-way cycleway on north side, angle parking, no median.



Option 10

➤ Multi Criteria Assessment – Determining the Weighting of Each Objective

A group exercise was then undertaken to determine the weightings of each objective. Each group member was asked to rate the importance of each objective (weighting) using a scale between 1 and 5. The group then discussed the results and agreed on a set of weightings-

Objectives	Working group weighting
Create a safe, universal design environment. Providing access for people of all requirements.	N/A
Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park.	350%
Improve the level of service for pedestrians.	350%
Substantially improve the level of service for cyclists.	350%
At least maintain the level of service for people using buses.	0%
Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel.	300%
Increase traffic calming.	400%
Maximise the value of on-street parking through design.	200%

➤ Scoring the objectives

Based on the evaluation the working group had undertaken on all the long list options during workshop #3, Joe and David have assigned scores against each objective using the scoring scale agreed by the working group.

-5	-3	-1	0	1	3	5
Strongly negative	Moderately negative	Slightly negative	Neutral	Slightly positive	Moderately positive	Strongly positive

The working group reviewed these scores and revised some of them based on what they considered important or less important. A summary of these scores is attached as Appendix B.

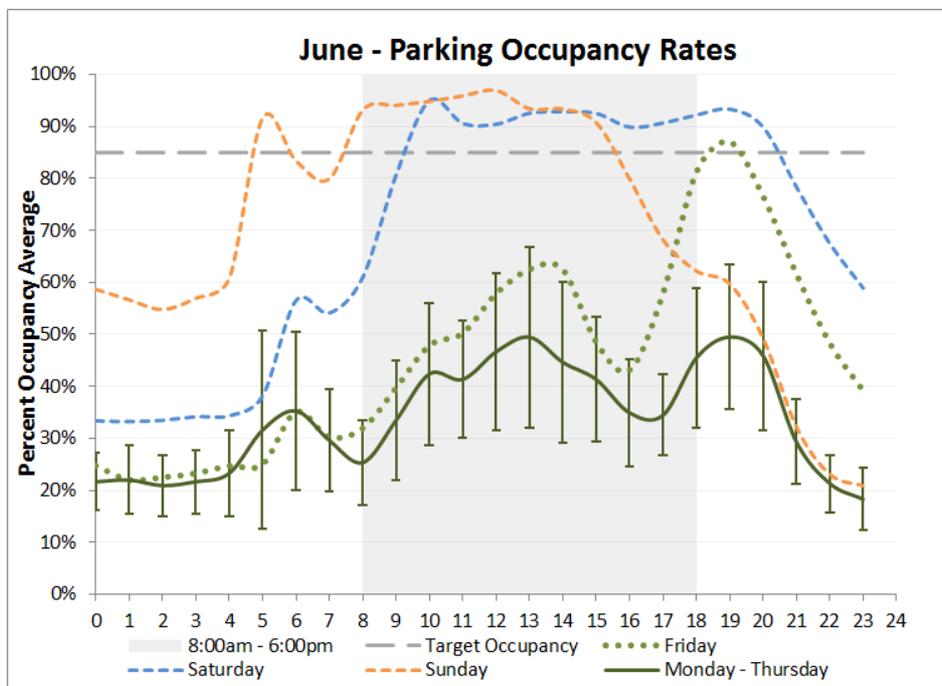
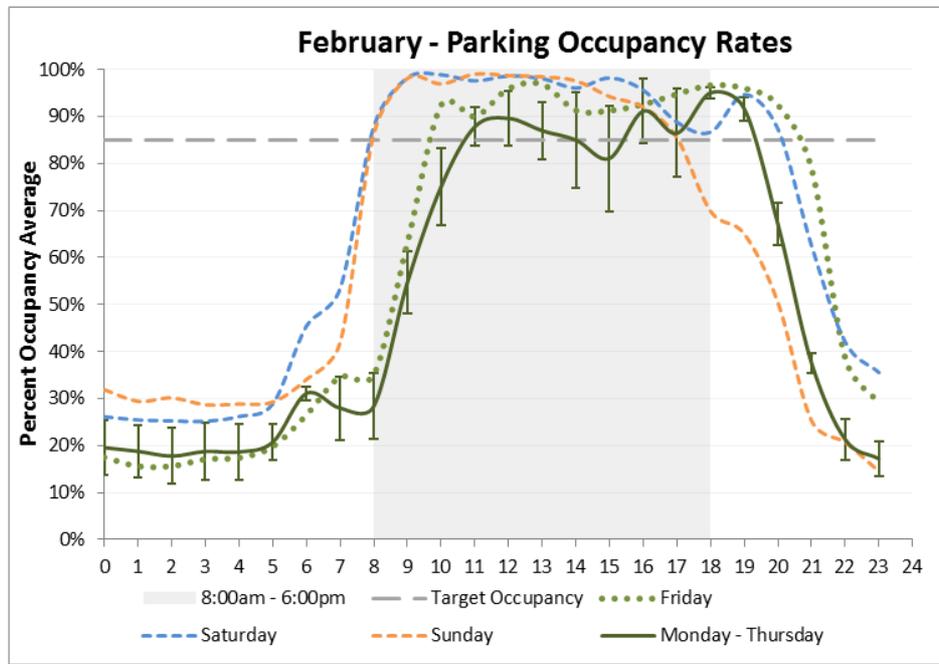
➤ Ranking

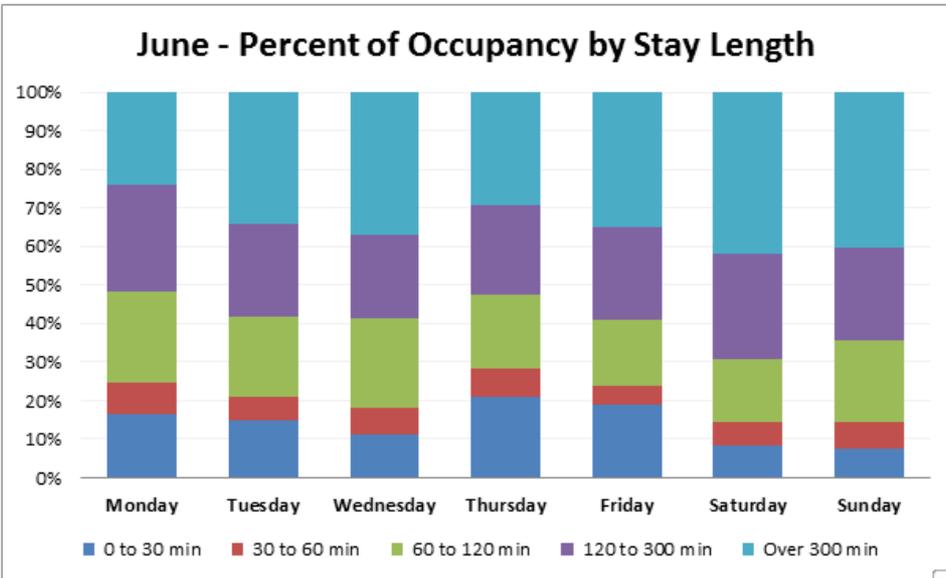
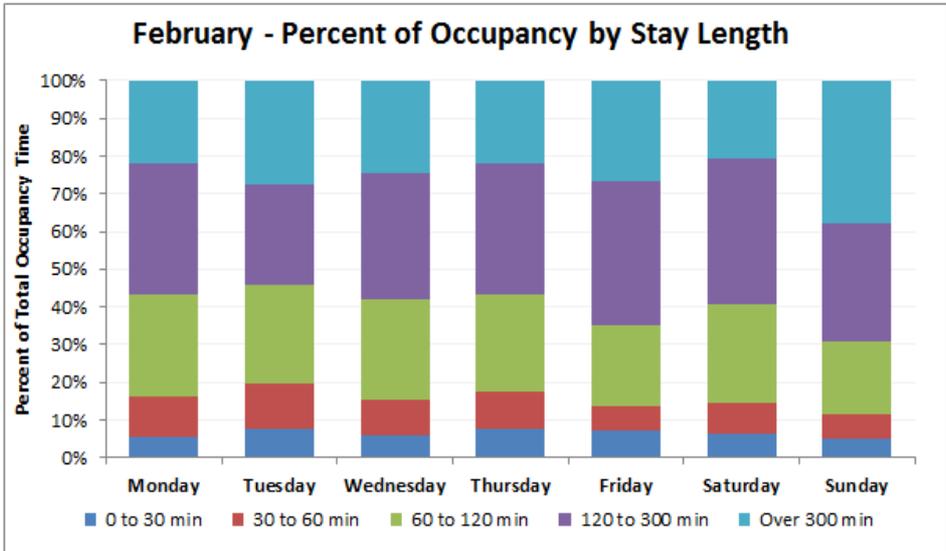
Based on the agreed scores and weightings for each key objective and each option, a ranking was then calculated using Excel spreadsheet. The top four options were: Option 8, Option 9, Option 10 and lastly Option 7. See Appendix C for details.

Conclusion

Meeting concluded at 20:25. WCC to send out meeting minutes and organise the 5th working group meeting to review the four shortlisted options.

Appendix A – Parking Occupancy Analysis





Appendix B – Scores of the objectives

Appendix C – Weighting and Ranking