

Kilbirnie Workshop 2

Minutes of Workshop

Date:	27 th April 2017 at 6:00pm – 8:00pm	
Venue:	ASB Sports Centre Kilbirnie, Level 1, Whataitai Room	
Present:	<div> <div> Bernarr “Ben” Alexander (BA) Jan Noering (JN) Charles Agate (CA) Simon Ingamells (SI) Chantelle Goncalves Lisa Rimmer Councillor Chris Calvi-Freeman Councillor Sarah Free Mike Mellor Alastair Smith St. Patrick’s College Kilbirnie Business Improvement District (BID) Kilbirnie resident Kilbirnie resident Kilbirnie resident Kilbirnie resident Kilbirnie resident Kilbirnie resident Kilbirnie resident Kilbirnie resident </div> <div> Wellington City Council (WCC) Wellington City Council (WCC) Greater Wellington Regional Council (GWRC) Calibre Consulting (Calibre) Calibre Consulting (Calibre) Isthmus Group Limited Wellington City Council Wellington City Council Living Streets CAW (Cycle Awareness Wellington) </div> </div>	
Distribution:	<div> <div> As above, plus CAW (Cycle Awareness Wellington) Evans Bay Intermediate School Rongotai College Jessica Rattray Allan Brown Kilbirnie resident St. Catherine’s College </div> <div> NZ Transport Agency (NZTA) Great Harbour Way Trust </div> </div>	

Item	Discussion	Action
1.	Welcome	
1.1	Introductions of the group were made.	
2.	Summary of Discussions in WS1	
2.1	JN summarized the previous workshop session and reminded its purpose. JN explained that the purpose of Workshop 2 was to develop the working group’s objectives to use as decision making criteria as well as developing a long list of options. JN also reminded the group of the objectives for the following workshops.	
2.2	A question was raised concerning minutes distribution and if these could be distributed in advance. It was also queried if four workshops would be sufficient for this project. BA stated that if more workshops are required, these will be provided.	All

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3.	Confirming Issues	
3.1	JN summarized the positive and negative aspects of the routes that had been put forward by the group in the previous workshop. He has also asked the group to add any further comments and the following items were added:	
	Rongotai Road <ul style="list-style-type: none"> It is a wide road; there is lot of space. 	
	Crawford Road <ul style="list-style-type: none"> The steep climb reduces cyclists speed; There is poor signage at the Wellington Road roundabout, and some vehicles go through this route onto Wellington Road to go to Kilbirnie that don't intend to. 	
	Constable Street <ul style="list-style-type: none"> The downhill section is only good for confident cyclists, due to being in the middle of the road and travelling at speed. 	
	Evans Bay Parade <ul style="list-style-type: none"> The intersection with Rongotai Road is not good for pedestrians; There are a large number of buses dropping off and picking up school children at St Patrick's College, which may restrict cycle lane options; There are no formal pedestrian crossings and no signs warning of the proximity of a school along this road; School children use Kilbirnie Park for sports, and need to cross Evans Bay Parade; On Saturdays, both sides of the road are well used by parked cars going to and from sporting events in the adjacent parks; Wide and straight road, so people tend to drive faster as their natural reaction is to perceive it to be safer; St Patrick's College has little on-site parking, leading to staff parking on the road. 	
	The following routes were not brainstormed at the previous workshop. JN had put together some suggestions of Positives and Negatives of these routes in the minutes of Workshop 1 (shown below in italics), and asked for comments on these and for any further suggestions.	

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	Te Whiti Street		
	Positive <ul style="list-style-type: none"> • Flat & straight road, good visibility • On road cycleway • Some trees • Residential street, low traffic volume • Good connection between Rongotai Rd and Coutts St. 	Negative <ul style="list-style-type: none"> • Wide street encouraging faster traffic • Significant number of driveways • Small scattered trees meaning it feels bare • No traffic calming • Poor visibility coming onto Coutts Street, due to cars parking close to the intersection • No direct connection to Leonie Gill Pathway 	
	Yule Street		
	Positive <ul style="list-style-type: none"> • Wide • Flat & straight road, good visibility • Good connection to the Leonie Gill pathway and Rongotai Road • Blank canvas / potential 	Negative <ul style="list-style-type: none"> • Wide street encouraging faster traffic • Significant number of driveways • Very bare • Poor visibility coming onto Coutts Street, due to cars parking close to the intersection • Mechanic's garage parks vehicles along Te Whiti Street and at southern end of Yule Street • No restriction on parking 	
	Onepu Road		
	Positive <ul style="list-style-type: none"> • Flat, wide, straight road • Diverse use – section south of Coutts Street is primarily residential, section to the north is more commercial • Good connections between Rongotai Road and Leonie Gill Pathway • High volume of pedestrians from Pak'nSave to the retail area • Significant road – connects to a lot of opportunities, takes people from Lyall Bay into Kilbirnie and further north 	Negative <ul style="list-style-type: none"> • Supermarkets mean a lot of turning traffic • Bus depot, leading to number of buses turning • Significant number of cars, buses and trucks • Intersection at Pak'nSave is very dangerous • No pedestrian crossing on the section between Rongotai Road and Coutts Street • Off-street parking for the supermarkets creates a lot of traffic • Traffic dominant – there is less concern for pedestrians connections along the road • Needs to be made safer for pedestrians and cyclists • Cross connections are difficult for pedestrians 	

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3.2	<p>A suggestion was made to use Bay Road through the shopping centre as a connecting route, rather than the section of Onepu Road between Rongotai Road and Coutts Street.</p> <p>BA and JN reminded the group that the project should be seen as a long term solution, and as such no route will be discarded at this early stage. All routes and options will be evaluated.</p> <p>It was mentioned that avoiding Onepu Road may not be a solution businesses on Onepu Road are destinations in themselves (PaknSave, Countdown, etc.)</p>	
3.3	SI went through the remaining issues that had been identified within the Issues Paper, relating to WCC Plans and Policies, People Using Buses, and the Existing Road Corridor. A copy of these are attached at the end of these minutes.	
3.4	JN asked the group to provide any further issues that they feel should be added to this list, to allow the Issues Paper report to be finalised.	All
4.	Our Opportunity	
4.1	<p>JN stated that there is \$2M from WCC to spend on this project, and asked the group what their desired outcomes would be for developing these routes. Examples of what could be looked at included:</p> <ul style="list-style-type: none"> • Safer routes for pedestrians/cyclists • Better connectivity between streets • Something the community is proud of • Something to make the streets more people focused • Something to enhance the community feel 	
5.	Five Council Investment Objectives	
5.1	<p>JN presented the five Wellington City Council cycling investment objectives, which are as follows:</p> <ol style="list-style-type: none"> 1) Level of Service – Achieve a high level of service for cyclists within an integrated transport network; 2) Network Efficiency – Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience; 3) Cycling Uptake – Cycling is a viable and attractive transport choice; 4) Cycle Safety – The crash rate, number and severity of crashes involving people on bikes is reduced; 5) Wellington City Improvements – Provide transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington. 	

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5.2	<p>JN also reminded the group of the exercise done at the previous workshop regarding Kilbirnie's wider character, and in general Kilbirnie was considered to have a lot to offer:</p> <ul style="list-style-type: none"> • It is large, spacious and flat; • Green spaces need to be kept; • There are a lot of community facilities (ASB Centre, Pool, Shopping Centre, Schools); • Seen as a destination; • It is a multi-cultural environment (Mosque, Churches, Indian Association); • It is vibrant; • Is a transport hub; • There are a number schools; • It can be windy; • It is situated between two coasts. 	
6.	Define Kilbirnie's investment objectives to gauge options	
6.1	<p>JN reminded the group that the group's objectives need to:</p> <ul style="list-style-type: none"> • SMART – Specific, Measurable, Achievable, Relevant and Time-bound • Directly related to the problems and benefits • Outline how we will achieve the outcomes 	
6.2	<p>JN has suggested a few investment objectives such as:</p> <ul style="list-style-type: none"> • Reduce travel speeds on local roads; • Make local streets more appealing for pedestrians and cyclists, making them more community/people focused; • Create a safer environment for pedestrians, cyclists, buses and cars; • Reduce through traffic on local streets, improving the community feeling of streets; • Increase connectivity where possible. 	

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6.3	<p>A brainstorm of The Community investment objectives was carried out and the following was added by the group:</p> <ul style="list-style-type: none"> • More visible crossings and signage. More markings at pedestrian crossings - In some locations there are 'belisha beacons' but no pedestrian markings; • Make roads safer for pedestrians/cyclists and vehicles; • Make it safer for kids to go to school; • Ride/Bike Share – Make cycling more available, improve accessibility to bikes, e.g. bike share schemes; • Improve connections for all transport as a whole network and not only at specific roads, to cover destinations within and outside of the study area; • Rationalise routes for cars. Cycling issues will be resolved once car routes are solved; • Reduce through traffic and remove "rat run" routes; • Improve road sharing, encourage less single user cars; • Bus fees and transfers. Buses should be more appealing for pedestrians and also for cyclists, i.e. bike friendly buses should be provided. CA has mentioned that there is a bus trial going on which allows 2 bikes to be loaded on to the front of the bus; • Improve / address climate change resilience, by future proofing and allowing for new technology in bikes (for example); • Greening of Kilbirnie; • High quality urban amenities and bus interchanges; • Streetscape; • Efficiency of the route. 	
7.	Calibre to present a draft long list of options	
7.1	<p>SI presented options showing typical sections of some possible road treatments to accommodate the new proposed cycle routes, at different locations throughout the study area. It was mentioned that not all the roads and not all the options were shown, these details would be produced following the group's decisions for options in each of the streets.</p> <p>The group was then encouraged to review the typical sections and discuss amongst themselves and with WCC and Calibre.</p>	
8.	<p>Next meeting 15 May 2017 6:00pm-8:30pm 2nd Floor Conference Room, Wellington Main Library</p> <p>It was requested that more notice be given of the next meeting, if the time and/or date changes.</p>	BA

Appendix A – Summary of Issues

Topic	Issue
WCC Plans and Policies	<ul style="list-style-type: none"> Compatibility between proposed cycleway improvement and flooding mitigation options; Adjacent cycleway studies – integration of any proposed cycleways into the study area will require a consistent treatment in relation to adjacent projects, to minimise road user confusion; Bus stop improvements – may impact on any proposals, either positively or negatively; Double decker buses – liaison with Greater Wellington Regional Council regarding plans and timescales.
Existing Road Corridor	<ul style="list-style-type: none"> Existing road corridor width – narrowness of the available corridor in some locations will restrict any options to alter the road layout to suit more road users; Urban and landscape design – the impact of proposals on the existing road corridor and adjacent land use will need to be reviewed to ensure that it is minimised, and that connections to existing and proposed routes are suitable for all levels of cyclists and pedestrians; Existing services – potential for clashing with services, depending on design layout. Position of poles for overhead lines reduce any options to adjust footpaths, if required; High number of crashes between cyclists and traffic – measures to be reviewed and proposed during the study to remove these conflicts; Amenity of proposals to the existing environment (e.g. businesses, residential, recreational, etc.) will need to be reviewed to ensure that any adverse impact is minimised.
People Using Buses	<ul style="list-style-type: none"> High number of buses during the peak periods may lead to potential conflicts with cyclists; The introduction of double decker buses may bring the frequency of the services down; Interface between cyclists and buses / bus users.

Appendix B – Investment Objectives Put Forward by Workshop

