

Thorndon Quay Workshop 1

Minutes

Meeting: Thorndon Quay Working Group Workshop 1

Venue: The Woolstore, level 2, Thorndon Quay **Date:** 29-March-2017

Time: 18:00

The first workshop of the Thorndon Working Group was held from 6:00pm–8:00pm on 29 March 2017, at The Woolstore (262 Thorndon Quay). The attendees at the first workshop were:

Capacity as a workshop attendee
Workshop facilitator
Workshop facilitator, project manager
Project designer, observation
Project designer, observation
Stakeholder – culture and heritage/iwi
Stakeholder – local residents assoc. (traffic)
Stakeholder – advocacy group
Observation
Stakeholder – advocacy group
Stakeholder – local residents assoc.
Stakeholder – commuter
Stakeholder – advocacy group
Stakeholder – property owner
Stakeholder – business owner
Stakeholder – business owner
Stakeholder – business owner
Observation
Stakeholder – commuter
Stakeholder – advocacy group

Stakeholder – property owner
Stakeholder – property owner

There were also a number of councillors from Wellington City Council in attendance.

Councillor Diane Calvert

Councillor Chris Calvi-Freeman

Councillor Sarah Free

Councillor David Lee

Councillor Nicola Young

Councillor Iona Pannett

Apologies were received from:

Councillor Brian Dawson

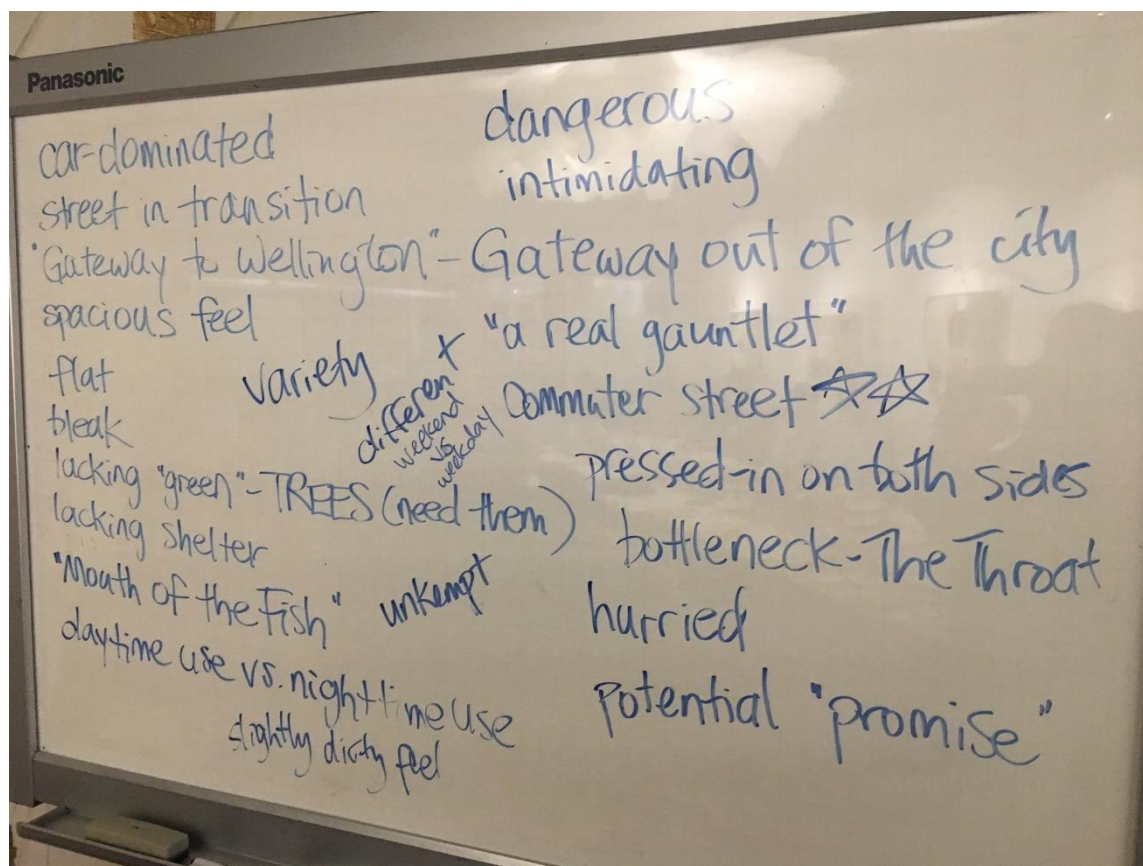
Councillor Jill Day

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

- What the existing character / feel of Thorndon Quay is;
- What the wider character of Thorndon is;
- What are some of the positive things you see on Thorndon Quay;
- What are some of your dislikes about Thorndon Quay;
- What are the outcomes you want from developing this area; and
- What are some higher level options to achieve these outcomes?

What is the existing character or feel of Thorndon Quay

The image below captures some of the workshop group thoughts about the above question.

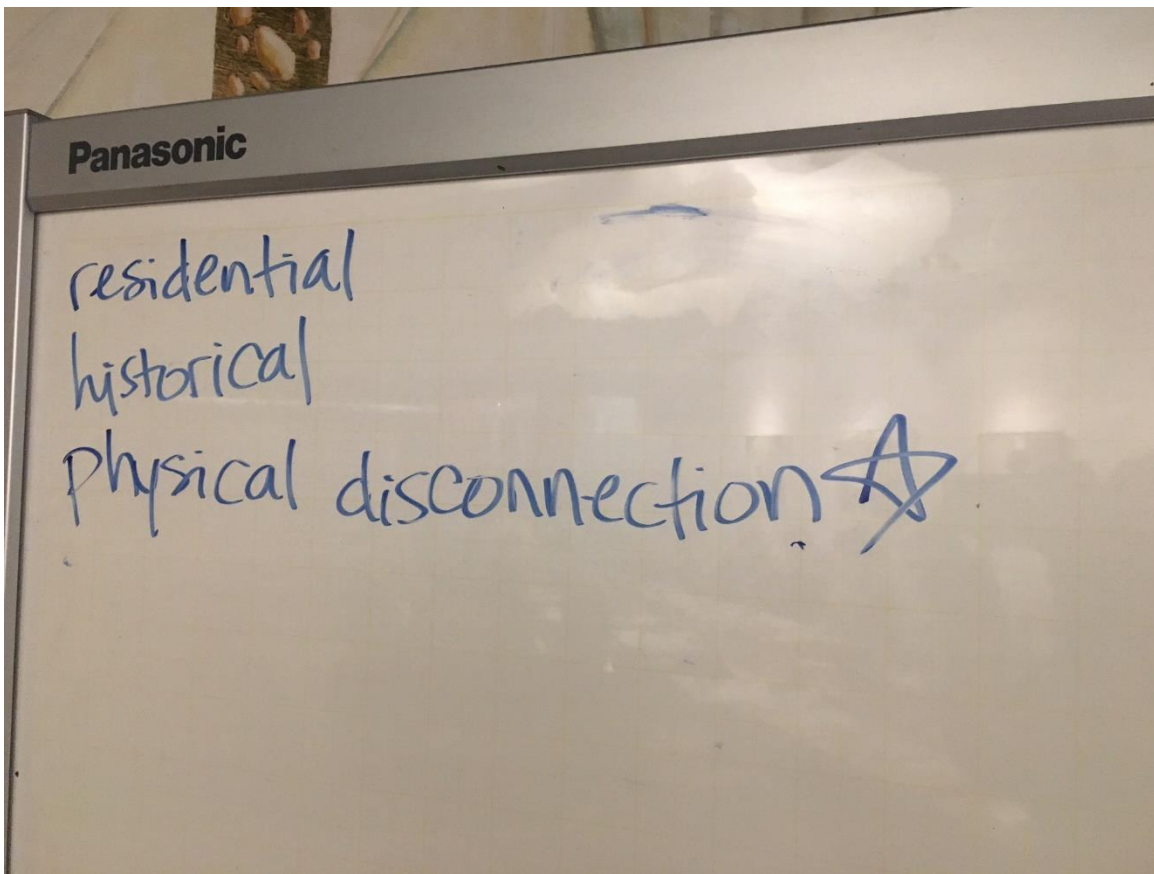


The following points further expand on the general feelings of the workshop group:

- Thorndon Quay is car-dominated
- It's in transition from an industrial area to a place
- It feels flat and spacious, especially after being right alongside the steep hills further north along the harbour edge – the gateway in and out of Wellington
- Coming into the mouth of the fish.
- It also feels bleak as there's not enough shelter or vegetation.
- It also feels dangerous, like running the gauntlet. It feels like a commuter street rather than a place.
- It feels hurried – property access is difficult because of traffic speeds.
- Most of the activity on Thorndon Quay is during the day rather than at night. There is little in the way of nightlife.
- The character is different on the weekend – it's more of a destination.
- There is a huge variety of activities and land uses.
- It feels unkempt and dirty.
- It feels like there's lots of potential and promise for Thorndon Quay.

What is the wider character of Thorndon?

The image below captures some of the workshop group thoughts about the above question.

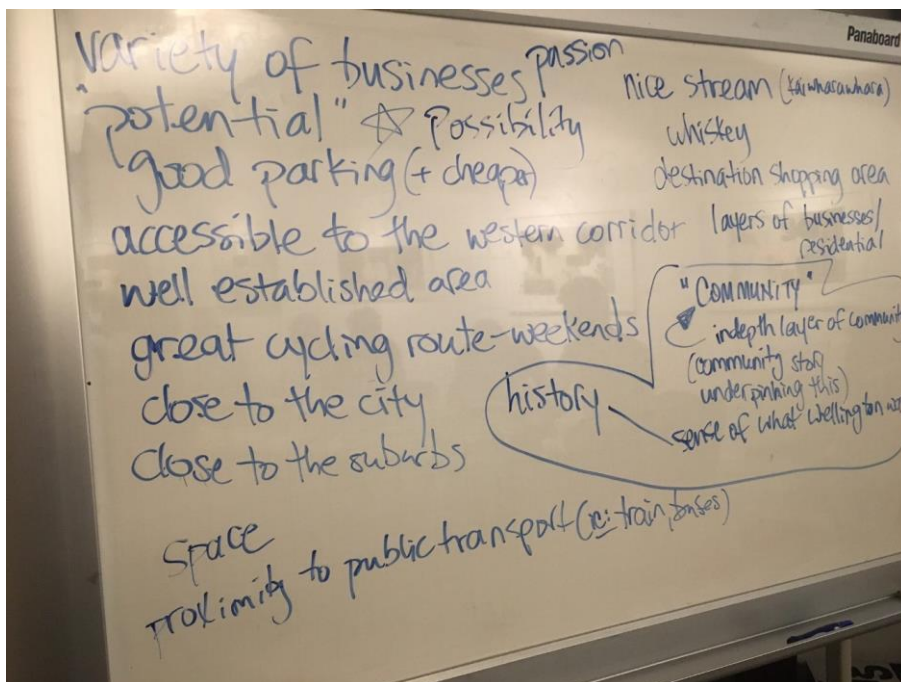


The following points further expand on the general feelings of the workshop group:

- The character is both residential and historical in Thorndon.
- Thorndon Quay is part of Thorndon, Hutt Road is more industrial. There's a disconnect between the two uses and areas.
- Thorndon Quay is also physically disconnected from Thorndon, especially in the sense of pedestrian connections, for example the lack of signage for the pedestrian connection under the motorway, and the fact that this area is dark, dirty and unsafe.
- There needs to be a better connection between Thorndon Quay and Hobson Street.
- There's lots of embassies in Thorndon, so this gives it a more international feel.

What are some of the positive things on Thorndon Quay?

The image below captures some of the workshop group thoughts about the above question.

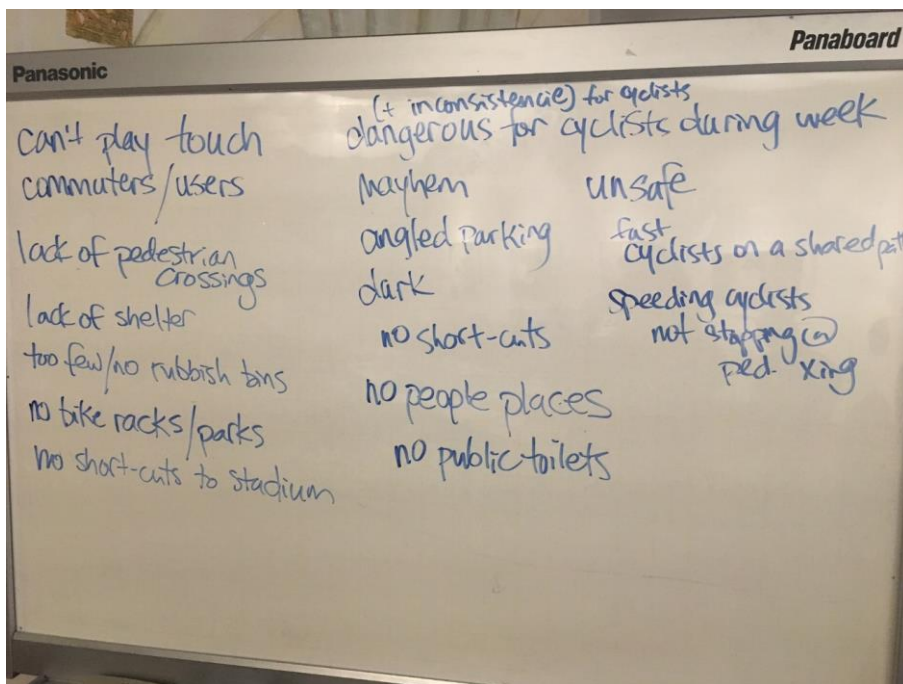


The following points further expand on the general feelings of the workshop group:

- The variety of businesses is great!
- There's so much potential on Thorndon Quay.
- There's good parking options, it's also cheaper than some other nearby areas.
- It's accessible to a large area of Wellington – the southern, eastern and western suburbs in Wellington City as well as the Hutt Valley.
- It's a well-established precinct.
- It's a great cycling route on the weekend.
- It's close to both the city and hill suburbs.
- There's a really nice stream at Kaiwharawhara.
- There's lots of space and width – this is uncommon in Wellington.
- It's a destination shopping area for furniture and homewares.
- There's layers of activities, both business and residential. People don't always realise they're there because they might not be visible from Thorndon Quay.
- There's a strong community feeling.
- There's lots of history and passion for the area – Thorndon Quay was once a really nice beach, and the shops were once a village.
- The area under the motorway has lots of potential because it's dry.
- The good proximity to the bus station, train station and ferry terminal means there's more potential customers.

What are some things you dislike on Thorndon Quay?

The image below captures some of the workshop group thoughts about the above question.

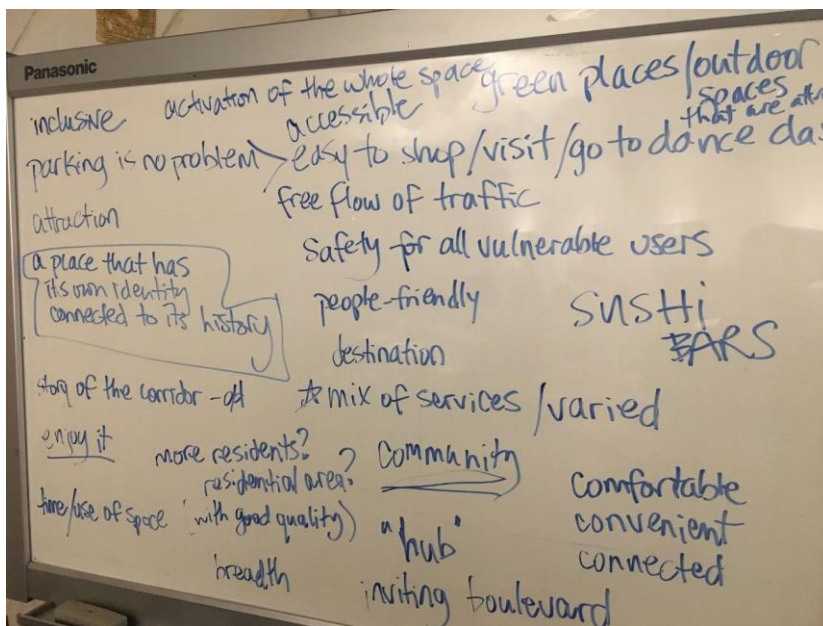


The following points further expand on the general feelings of the workshop group:

- It's now a busy commuter route. We used to play touch rugby on Thorndon Quay, but we can't do that anymore.
- There's a conflict between the two different types of groups using the street – commuters travelling through, and those accessing local destinations.
- It feels dangerous as both a cyclist and a motorist near the angle parking – as a cyclist because a motorist might reverse out and hit you, and as a motorist because it's difficult to see cyclists and you're scared you might hit them!
- There's not enough greenery – it feels dark.
- There's inconsistencies in the cycle facilities, especially around the transition between the off-road shared path and the on-road cycle lanes.
- There's nowhere to park bikes.
- It's a nightmare for pedestrians – sharing the shared path with high-speed commuter cyclists, lack of shelter, lack of rubbish bins, nowhere to cross Thorndon Quay near the motorway flyover.
- There's no pedestrian shortcut to the stadium from Thorndon Quay, and there's not enough other pedestrian shortcuts to the surrounding area.
- Speeding cyclists don't always stop at the pedestrian crossings.
- There's no places for people to rest, stop, or stay on Thorndon Quay. There's also no public toilets.
- The vehicle speeds on Thorndon Quay are too fast.

What are some of the outcomes you want from developing this area?

The image below captures some of the workshop group thoughts about the above question.

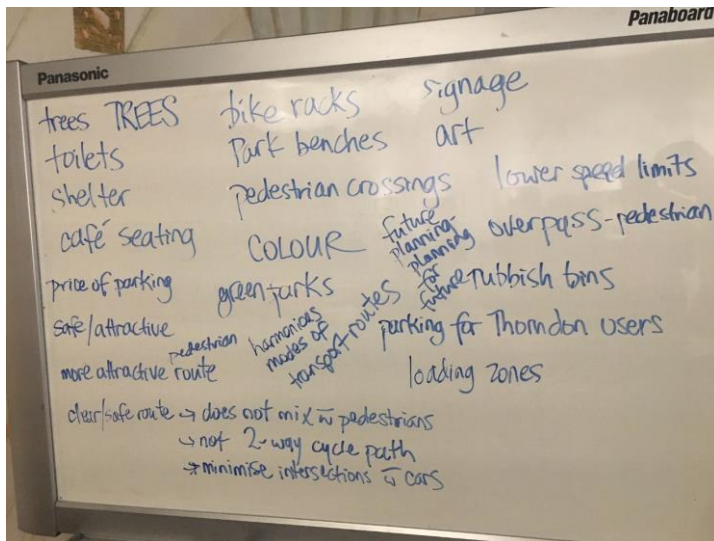


The following points further expand on the general feelings of the workshop group:

- We have to have a solution that is inclusive and works for everyone.
- It's easy for people to visit businesses, with parking for customers being readily available.
- Want all vulnerable users to be safe and secure.
- Its needs to be people friendly for everyone, from kids to elderly people.
- We want a place that's got its own identity, which is connected to its history.
- Thorndon Quay should be a destination because of its mix of services.
- There's few food and coffee options for the employees that work on Thorndon Quay, and there's nowhere for the employees to sit and enjoy being outside while they eat.
- We want to make a place, by better connecting the business and economics of the area to the philosophy of the area.
- A great outcome would be that the people living there, working there, and passing through all enjoy being on Thorndon Quay.
- Want more high-quality residential use along Thorndon Quay.
- Comfortable, convenient, connected and accessible – for pedestrians, cyclists, and everyone.
- Can there be a flexible solution that allows the people who need space on Thorndon Quay the most to use it at different times?
- Need more access onto Thorndon Quay for pedestrians and cyclists from side streets.
- More street art to make Thorndon Quay more inviting. A boulevard?
- There's too much dead space that's not well-activated or well-used. We want activation of the whole space.

What are some higher level options to achieve these outcomes?

The image below captures some of the workshop group thoughts about the above question.



The following points further expand on the general feelings of the workshop group:

- More trees, big trees.
- Street art.
- Public toilets.
- Café seating on the street.
- Shelter and park benches.
- More pedestrian crossings.
- Bike racks for cycle parking.
- A pedestrian overbridge.
- Heritage signboards.
- A lower speed limit, controlled speeds.
- Rubbish bins.
- Colour.
- Green parks.
- Parking tailored to support businesses and community on Thorndon Quay, not commuters – considering location, time limit and price.
- Loading zones for large stock items.
- Walking route under the motorway – safe, attractive, visible.
- More attractive pedestrian routes.
- A separated route for cyclists, not mixed with pedestrians, predictable (not ducking in and out), not two-way cycling, interactions with cars are minimised. Not like the shared path on Hutt Road.
- Harmonious traffic flow for all users.
- Need to allow for less confident cyclists in the design.
- Should we design for current users or future users?