

ORIENTAL BAY TWO-WAY BIKE PATH

Purpose

1. This report outlines the recommended amendments to the Wellington City Council traffic restrictions in Oriental Parade to facilitate the Oriental Parade two-way bike path. These recommendations support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability.

Summary

2. Improvements for people on bikes in Oriental Bay have been included as part of the national rollout of the Urban Cycleways Programme. Wellington City Council has allocated \$6 million to the development of a safe bike path around the bays in the 2015-2019 Long-term Plan. The \$6 million investment will receive a subsidy from central government and direct investment of \$4 million.
3. Public feedback has previously prioritised the routes around the bays that provide critical connections between Miramar, Kilbirnie and the city centre.
4. Consultation was undertaken on the Oriental Parade proposals with the traffic resolutions advertised in February / March 2018.
5. Feedback was sought from submitters on whether they supported the overall scheme and the proposed bus stop removal. 232 submissions were received.
6. A summary of the results were as follows:

Question	People answered	Yes	Yes with changes	No	Not answered
Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?	224	48%	34%	14%	4%
Do you support the proposed bus stop removal, near Herd Street?	214	76%	N/A	16%	8%

7. Submitters were asked "How important is it to connect this proposed bike path with the safer city-wide cycling network?" 77% of submitters answered that this connection is very important or important.
8. There are no proposed changes to the existing 10-hour parking time limit although there were discussions for possible changes in the early rounds of consultation.
9. A public hearing process was held in a Forum Style on the evening of Thursday 5 April and in Committee Style on Thursday 12 April. Officers attended both these sessions prior to finalising the report.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.

2. Agree to the proposed 2.5m-wide two-way cycleway facility and associated changes on Oriental Parade as shown in the drawings in Attachment 4.
3. Agree to the removal of the bus stop near Herd Street.
4. Approve the amendments to the traffic restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

Legal Description:

Delete from Schedule B (Class Restricted Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Oriental Parade	<i>Bus Stop, at all times</i>	<i>North side, following the kerbline 26.5 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in an easterly direction for 18.5 metres.</i>
Oriental Parade	<i>Mobility parking – displaying an operation mobility permit only. P120 Maximum, At All Times.</i>	<i>Northwest side, following the kerbline 281 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in a north-easterly direction for 11.5 metres.</i>

Delete from Schedule D (No Stopping Restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Oriental Parade	<i>No Stopping, at all times</i>	<i>North side, following the kerbline from its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in an easterly direction for 26.5 metres.</i>
Oriental Parade	<i>No Stopping, at all times</i>	<i>North side, commencing 45 metres east of its</i>

intersection with Herd Street (Grid coordinates x= 1749591.1 m, y= 5427318.6 m), and extending in an easterly direction following the northern kerbline for 5.5 metres.

Delete from Schedule F (Metered Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Oriental Parade	<i>Metered Parking. P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>North side, following the kerbline 108 metres east of its intersection with Herd Street (Grid coordinates x= 1749591.4 m, y= 5427318.6 m), and extending in an easterly direction, and then north-easterly for a total of 173 metres. (48 angle carparks)</i>
Oriental Parade	<i>Metered Parking. P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>North side, following the kerbline 50.5 metres east of its intersection with Herd Street (Grid coordinates x= 1749591.4 m, y= 5427318.6 m), and extending in an easterly direction for 47 metres. (13 angle carparks)</i>

Delete from Schedule H (Pedestrian Crossing) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Oriental Parade	<i>Pedestrian Crossing</i>	<i>North side, following the kerbline 100.5 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m)</i>

Add to Schedule B (Class Restricted Parking) of the Traffic Resolution Schedule

<i>Oriental Parade</i>	<i>Mobility parking – displaying an operation mobility permit only. P120 Maximum, At All Times.</i>	<i>Northwest side, following the kerbline 277.1 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in a north-easterly direction for 15.4 metres.</i>
<i>Oriental Parade</i>	<i>Motorcycle Parking, at all times</i>	<i>Northwest side, following the kerbline 110.9 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in an easterly direction for 5.2 metres.</i>

Add to Schedule D (No Stopping Restrictions) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Oriental Parade</i>	<i>No Stopping, at all times</i>	<i>North side, following the kerbline from its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in an easterly direction for 16.2 metres.</i>
<i>Oriental Parade</i>	<i>No Stopping, at all times</i>	<i>North side, commencing 51.8 metres east of its intersection with Herd Street (Grid coordinates x= 1749591.1 m, y= 5427318.6 m), and extending in an easterly direction following the northern kerbline for 6.0 metres.</i>

Add to Schedule F (Metered Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Oriental Parade	<i>Metered Parking. P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>North side, following the kerbline 16.2 metres east of its intersection with Herd Street (Grid coordinates x= 1749591.4 m, y= 5427318.6 m), and extending in an easterly direction for 35.6 metres. (6 parallel carparks)</i>
Oriental Parade	<i>Metered Parking. P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>North side, following the kerbline 57.8 metres east of its intersection with Herd Street (Grid coordinates x= 1749591.4 m, y= 5427318.6 m), and extending in an easterly direction for 49.0 metres. (14 angle carparks)</i>
Oriental Parade	<i>Metered Parking. P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>North side, following the kerbline 116.1 metres east of its intersection with Herd Street (Grid coordinates x= 1749591.4 m, y= 5427318.6 m), and extending in an easterly direction, and then north-easterly for a total of 161.0 metres. (44 angle carparks)</i>

Add to Schedule H (Pedestrian Crossing) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Oriental Parade	<i>Pedestrian Crossing</i>	<i>North side, following the kerbline 106.8 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m)</i>

Add to Schedule I (Cycle Lane) of the Traffic Restrictions Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Oriental Parade</i>	<i>Two-way cycle path</i>	<i>North side, following the kerbline from its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in an easterly direction for 277.1 metres.</i>

Background

10. Wellington City Council is working to make cycling safer and more convenient for people travelling on bikes. Over recent years, Wellington City Council (the Council) has committed a significant amount of capital funding for cycleway development through its Long-term Plan and Annual Plan processes. The investment aims to contribute towards cycling becoming “safer and more convenient” by increasing the level of service for people who ride bikes, and to encourage more people to cycle.
11. The consultation for the Oriental Bay bike path has followed a comprehensive community process to come to the final option.
12. In March 2017, two open days were held at the ASB Sports Centre to gather initial thoughts about the eastern cycleways connections. Locals identified safety concerns, talked about things they valued, made suggestions, with some registering interest in being part of a community working group.
13. Key organisations, including business groups and residents’ associations, were invited to participate, along with a mix of individuals who had expressed interest. Participants in the groups held a wide range of different views, hopes and concerns with a willingness to consider all perspectives and work together to find solutions. The Oriental Bay working group membership was comprised of local homeowners, Oriental Bay Resident Association (OBRA) members, Royal Port Nicholson Yacht Club representation as well as the Chaffers Marina manager. In addition, the group had a representative from Cycle Aware Wellington and pedestrian advocacy group Living Streets Aotearoa.
14. The community working group had previously looked for the best ways of improving the narrowest section of shared path around Oriental Bay to provide more space and make walking and biking easier and safer. The group considered existing safety issues, parking, the needs of residents, businesses and people who use the area, trees, heritage and urban landscape features, traffic lane widths and central median strip, safer speeds, larger vehicles that have to use this route, and pedestrian crossings. The group undertook this task by trying to apply the lens of all road users as far as possible.
15. The Oriental Bay working group met six times between May and September 2017. During these 2 to 3-hour evening workshops the members worked together to consider the Council and Government’s investment objectives for the funding on offer, developed their own community objectives, and came up with a long-list of possible options. The long list was evaluated against all criteria and objectives, resulting in a short list of options. The short list of options was reviewed with the working group that would be presented for public consultation. Following discussion between Councillors

and OBRA, a final workshop was held to review the two options to go out for public comment.

16. Public feedback on the two options highlighted the following three main points:
 1. People favoured retaining all the angle carparks over converting them to parallel parking;
 2. A dedicated cycle path is favoured over a shared path; and
 3. People considered the flush median useful and wanted it to be maintained where possible.

Discussion

17. Public consultation was undertaken on the final option of the Oriental Bay bike path with the traffic resolutions advertised for four weeks which closed at 5pm, Monday 19th March 2018.
18. The consultation asked submitters if they supported the schemes. A full analysis of the feedback is in Attachment 1: Oriental Parade consultation results.
19. There were 66 comments the bike path width of 2.5m was too narrow. Within the Austroads design guides, 2.5m is the minimum width of a two way cycleway. While the proposed width is suitable for the existing number of cyclists, it is anticipated the growth of cycling from the eastern suburbs will exceed the capacity in the coming years. It should be noted that the proposed Evans Bay Parade cycleway is proposed to be 3.0m wide.
20. The Wellington City Council has commissioned traffic counts between 7am – 9am since 2000 which record all modes of transport. A set of 28 sites combine to provide a cordon around the CBD monitoring cyclist movements entering and exiting the central city. Overall the number of cyclists commuting to the CBD, between 7am – 9am over the surveyed week, has more than doubled since the first survey in 2000. In recent years the survey has counted approximately 10,000 cyclists a week entering the CBD. On average the weekly volume of cyclists has increased by 350 each year.
21. The cycling growth is in Attachment 2 - CBD Cordon Count - Historic cycling growth 2000-2017.
22. A study was undertaken on the Oriental Parade site which forms part of the cordon and is in Attachment 3 CBD Cordon Count - Thorndon Quay and Oriental Parade site summary.
23. As part of these surveys the trend shows that on average around 25 additional commuters a year entered the city during the two hour morning daily peak via Oriental Parade. The greatest relative growth seen is cyclists, with volumes more than twice what was observed in 2000. It may be of interest that the trend line illustrates the relative proportional decline in private vehicle usage by about 10% over the past 17 years.
24. The bike path could be widened to 3.0m to cater for future growth by further narrowing down the carriageway and reducing the median / buffer space. A small change to the lanes widths, median area and buffer would make very little difference to these allocated spaces, with a substantial increase in the cycleway path from 2.5m to 3.0m.
25. As a reference, the Christchurch City Council Major Cycleway Design Guide has a desirable design width of 3.5m with a recommended minimum of 3.0m. The Auckland Transport Code of Practice states cycle path widths for two-way operation should be 3.0m.

26. However, there is opposition to reducing the median width and narrowing the traffic lanes from people who are opposed to the cycleway.
27. The bus stop removal near Herd Street was recommended by Greater Wellington Regional Council officers. The bus stop does not have another bus stop on the opposite side of the road and is 215m from the previous stop at Waitangi Park on Cable Street and 273m from the next stop adjacent to Freyberg Pool. 232 people responded to the proposed bus stop removal question, with 76% supporting the removal.
28. The bus stop and shelter could be retained by moving the shelter and bus stop closer to the road so the bike path goes behind the shelter. This proposal would not affect any trees but would require the grassed area to be reduced. Retaining the bus stop would not allow for the additional car parking spaces that were included in the consultation proposals.
29. From the oral submissions on the 12 April 2018, there were concerns raised regarding the transition of the cycle path outside the Freyberg Pool and going on to Herd Street. Appropriate details for the transition to the shared path will be further developed during the detailed design stage.
30. Taking the above matters into account the proposed Traffic Resolution Drawings are provided in Attachment 4 - Oriental Parade plans.

Next Actions

31. Subject to the outcome of Committee, officers will undertake a number of key actions over the next few months before an anticipated start date of July 2018. These key activities include:
32. Undertaking a concept-stage safety audit
33. Undertaking detailed design and preparing construction drawings
34. Completing the detailed business case and applying for construction funding from the NZ Transport Agency
35. Carrying out a design-stage safety audit
36. Developing and implementing a communications plan

Attachments

Attachment 1.	Oriental Bay Parade consultation results ↓	Page 124
Attachment 2.	CBD Cordon Count - Historic cycling growth 2000-2017 ↓	Page 143
Attachment 3.	CBD Cordon Count - Thorndon Quay and Oriental Parade site summary ↓	Page 144
Attachment 4.	Oriental Parade plans ↓	Page 149

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Authoriser	Anna Harley, Manager City Design & Place Planning David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Formal consultation that satisfies the consolidated bylaws requirements for making changes to parking and traffic changes by resolution was undertaken. The consultation also covered the wider aspects of the project and is the subject of this report.

Treaty of Waitangi considerations

There were no specific considerations as part of this paper.

Financial implications

Funding for the cycleway comes from the Urban Cycleways Programme eastern package and will receive a two-thirds subsidy.

Policy and legislative implications

This is consistent with the Cycling Policy.

Risks / legal

Risks are being managed through the cycleways programme steering group as necessary.

Climate Change impact and considerations

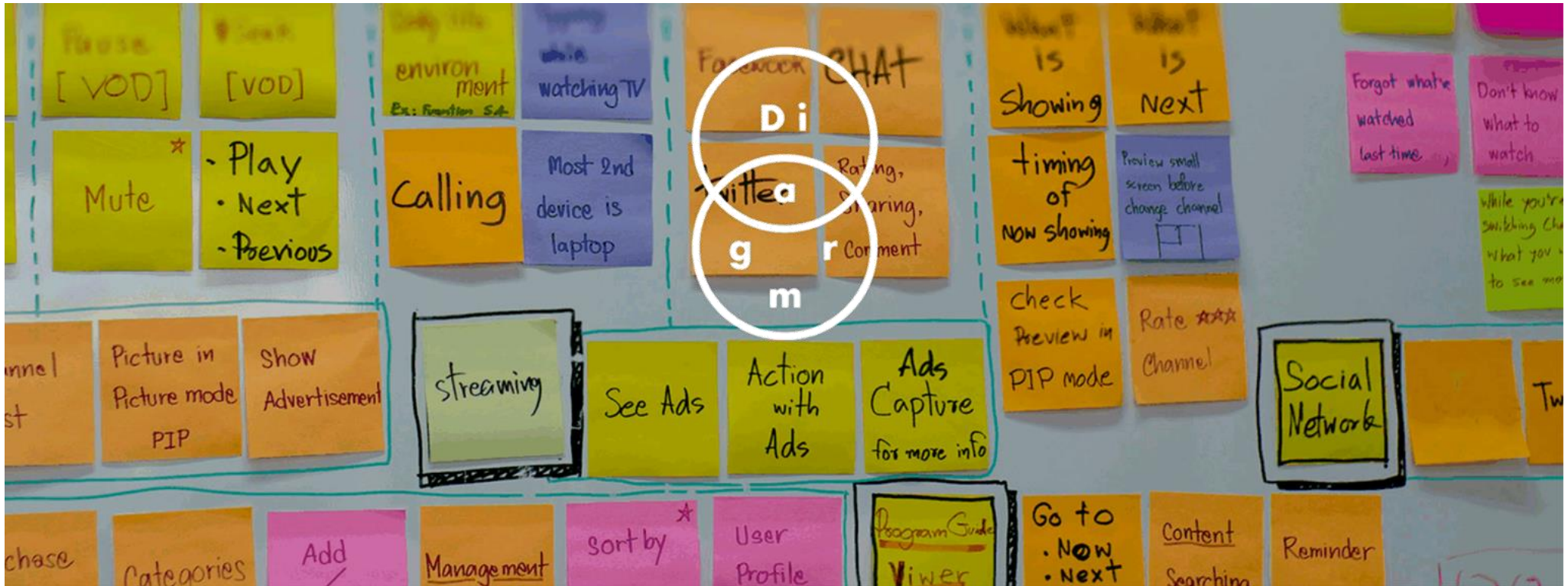
Encouraging and providing for active transport has a positive effect in reducing vehicle emissions and reducing the impact of transport effects on climate change.

Communications Plan

A communications plan has been developed for this project to get it to this stage. An updated plan will make people aware of the decisions of this committee and cover the communication requirements through construction.

Health and Safety Impact considered

A road safety audit is to be undertaken at each stage of the design and construction process. All consultants and contractors on site have approved health and safety plans in place.



Oriental Bay Consultation

Feedback Results - 232 submissions

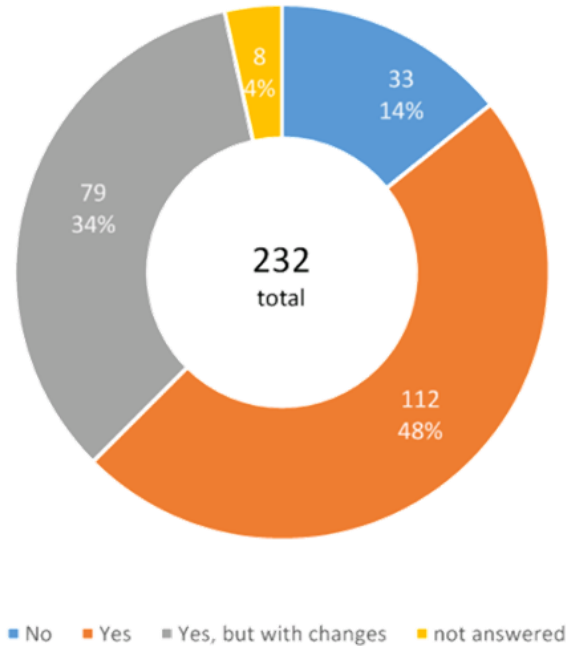
Wellington City Council

23 March 2018

Oriental Parade consultation summary

Question	People answered	Yes	Yes, with changes	No	Not answered
Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?	224	48%	34%	14%	4%
Do you support the proposed bus stop removal, near Herd Street?	214	76%	N/A	16%	8%

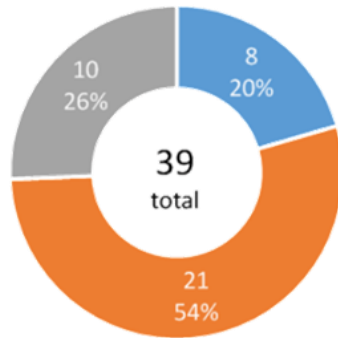
Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?



82% of respondents support the proposal or support the proposal with changes.

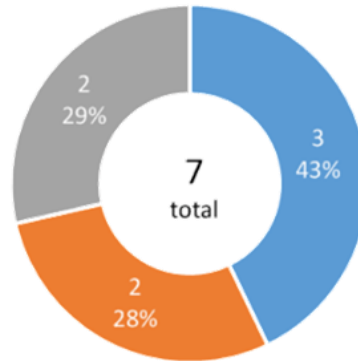
Overall support by relationship to street

I live in Wellington

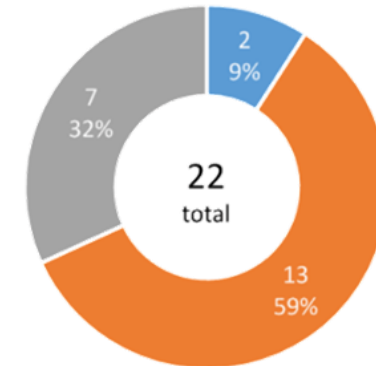


■ No ■ Yes ■ Yes, but with changes

I live on this street

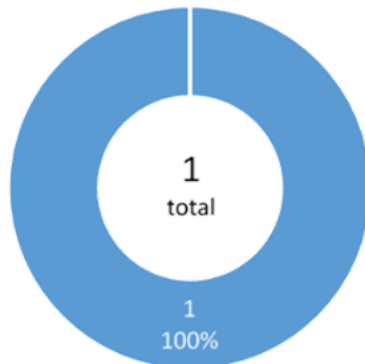


I live near this street

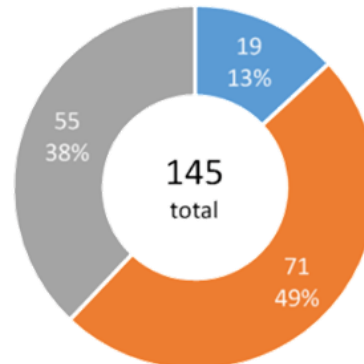


Highest number of responses came from people who regularly travel along this street. 87% support or support with changes and 13% do not.

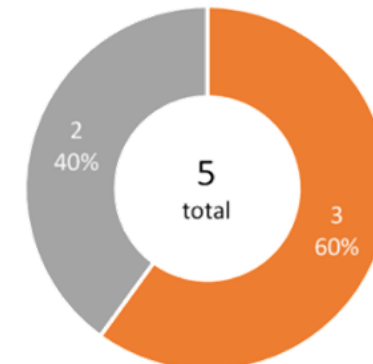
My work/business is on this street



I regularly travel along this street

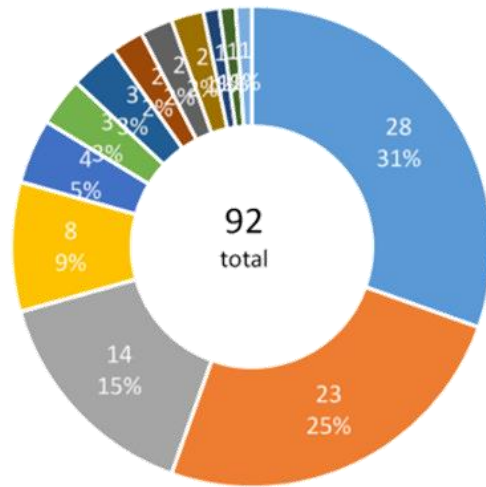


Other



Overall comments by support

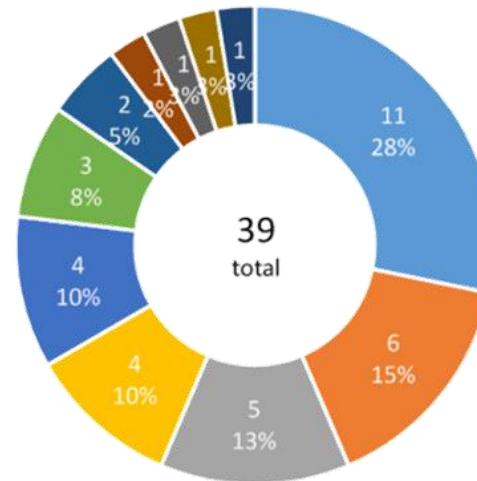
Yes comments



- Separation of footpath and bikepath
- Strong support
- Bike lane too narrow
- Speed+cycle laws
- Retain parking
- Safety improvement needed
- Not part of a bigger network
- Angle parking dangerous
- Median unnecessary
- Other
- Keep angle parking
- Change to parallel parking
- Remove flush median

The importance of separation and general support for the project were the most common comments for those who support the proposal – but 15% of commenters felt that the lane is too narrow.

No comments

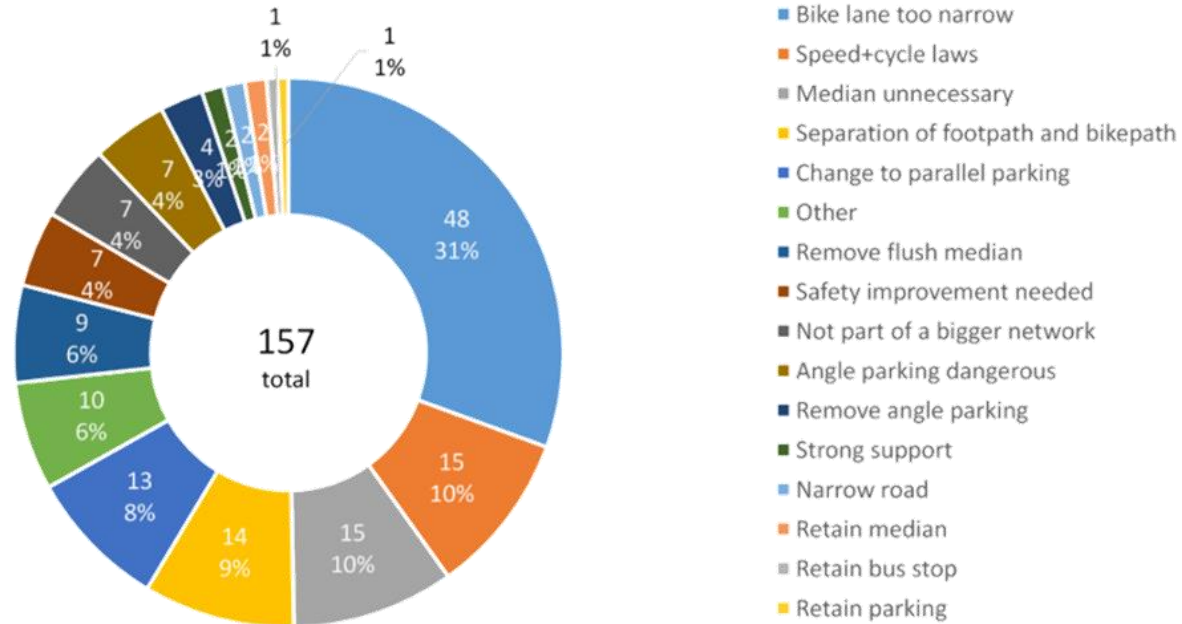


- Strong opposition
- Other
- Speed+cycle laws
- Bike lane too narrow
- Narrow road
- Safety improvement needed
- Separation of footpath and bikepath
- Retain bus stop
- Keep angle parking
- Change to parallel parking
- Median unnecessary

General oppositions to the proposal were most common at 28%, other comments focused on the details such as the speed of cyclists, the type of parking and width of the lane.

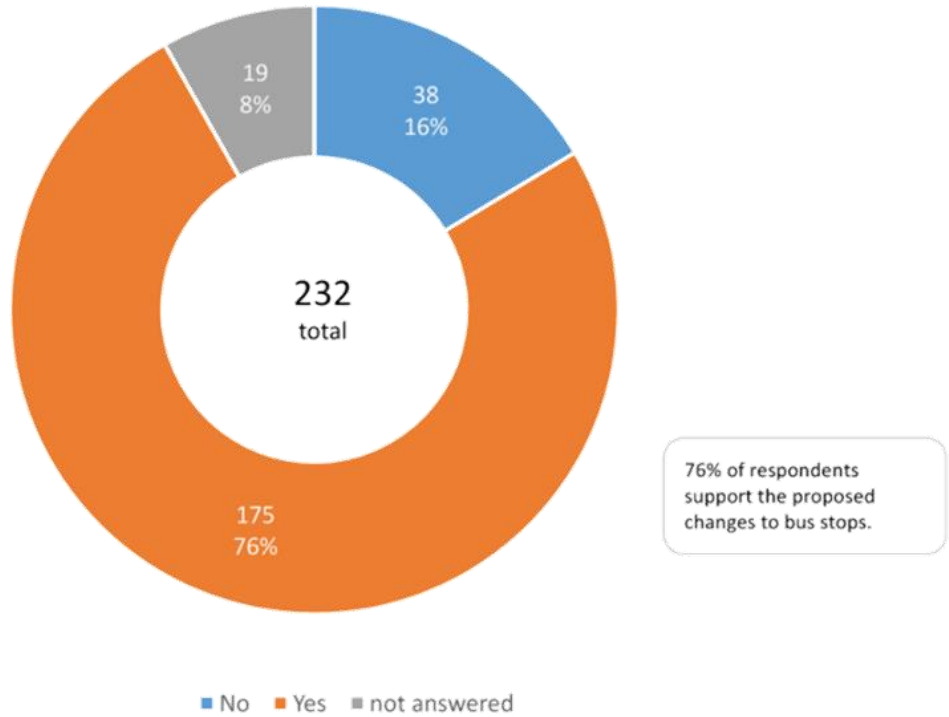
Overall comments by support cont...

Yes, but with changes comments



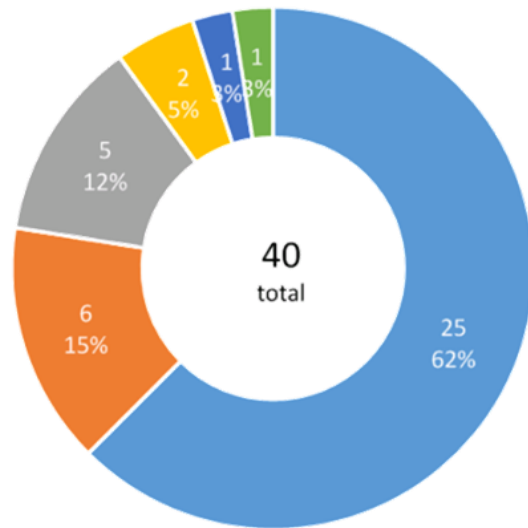
31% of comments highlighted that the width of the bike lane was too narrow.

Do you support the proposed bus stop removal, near Herd Street?

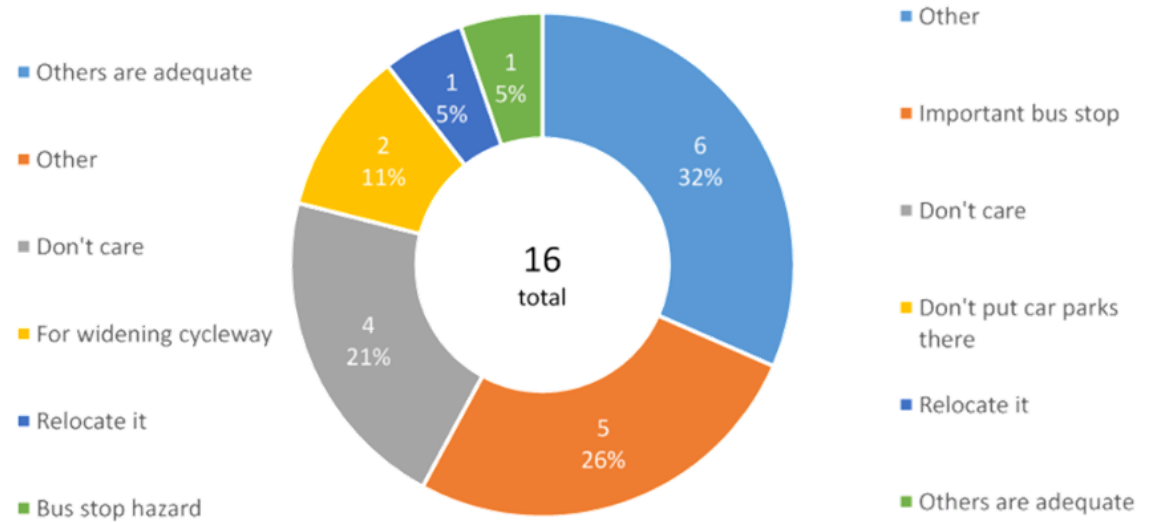


Bus stop comments by support.

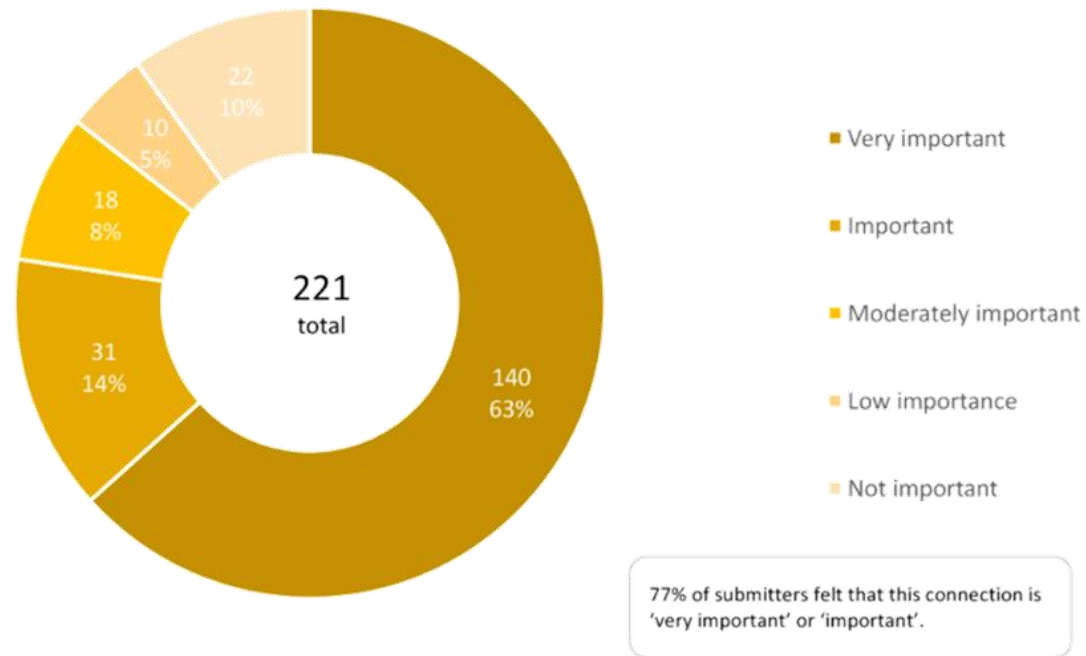
Yes comments



No comments



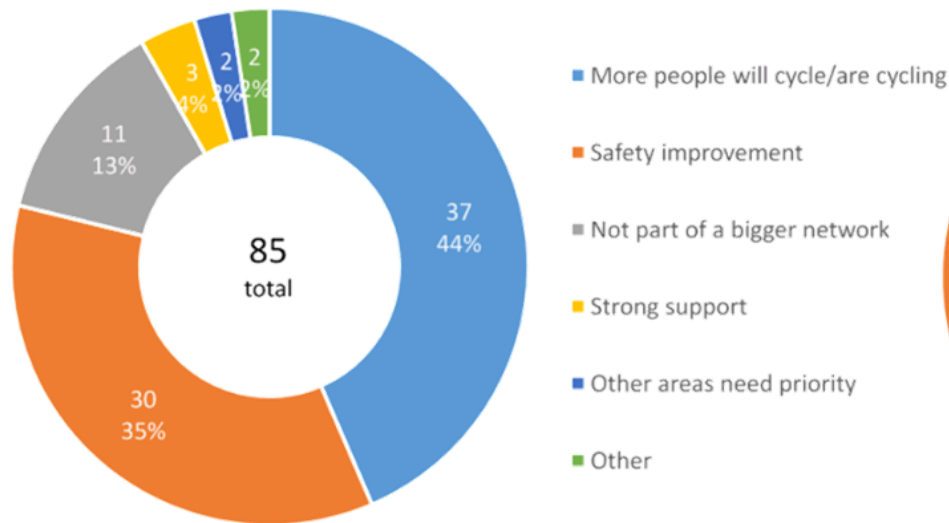
How important is it to connect this proposed bike path with the safer city-wide cycling network?



Importance comments by high and low importance

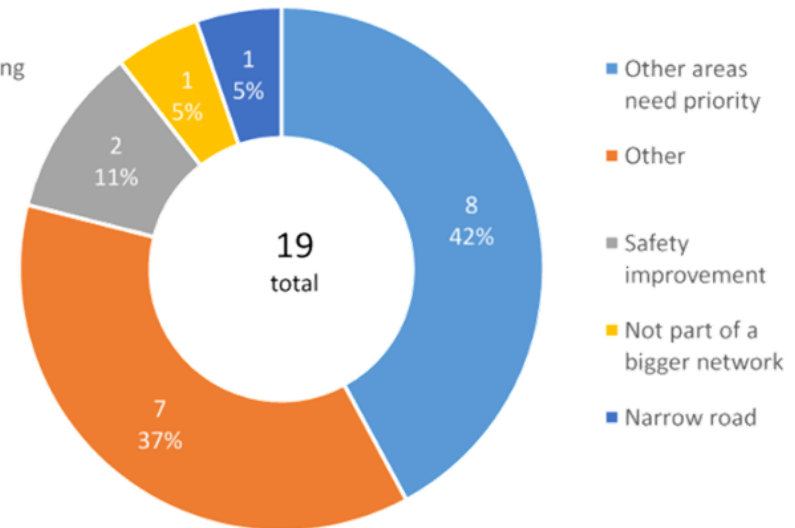
(High = 'very important' and 'important', Low = 'low importance' and 'not important')

High importance



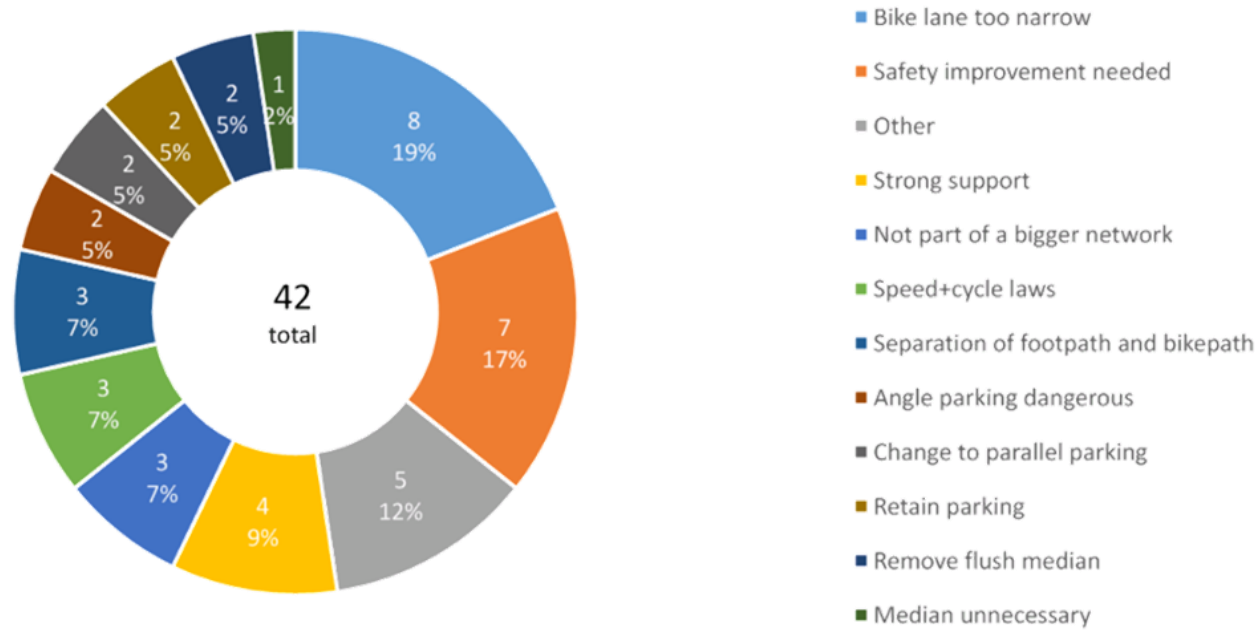
44% of submitters who indicated that the route is important feel that it will encourage uptake of cycling

Low importance

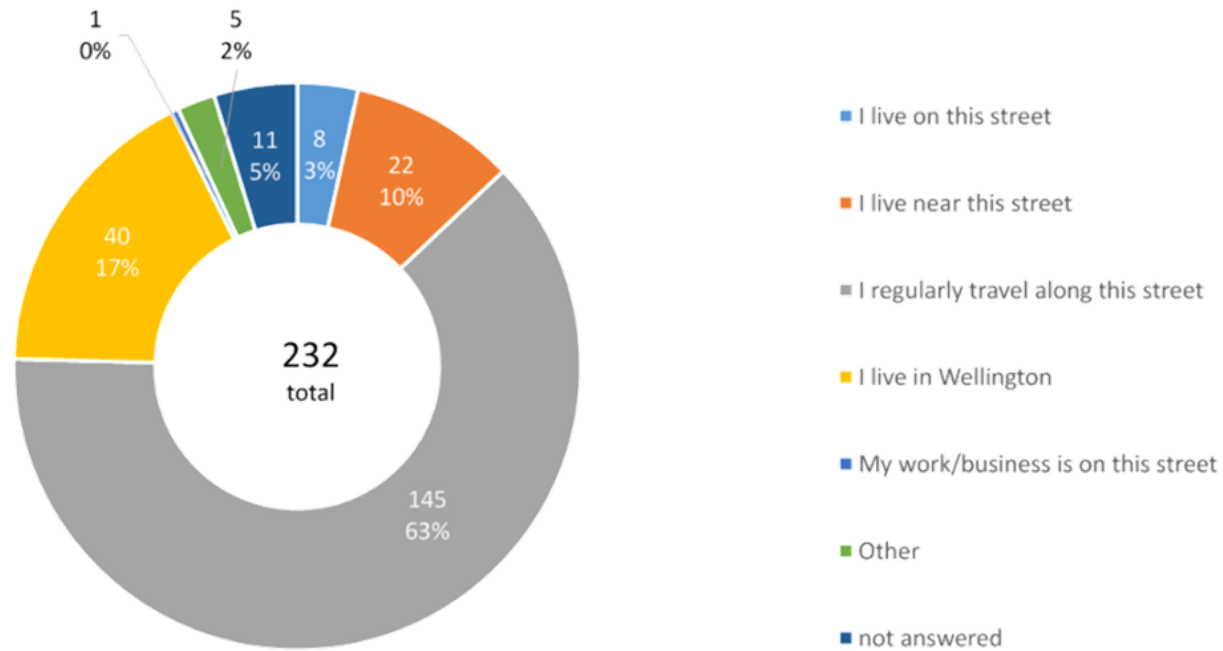


42% of submitters who indicated low importance felt that other areas are more important to work on

'Any other' comments

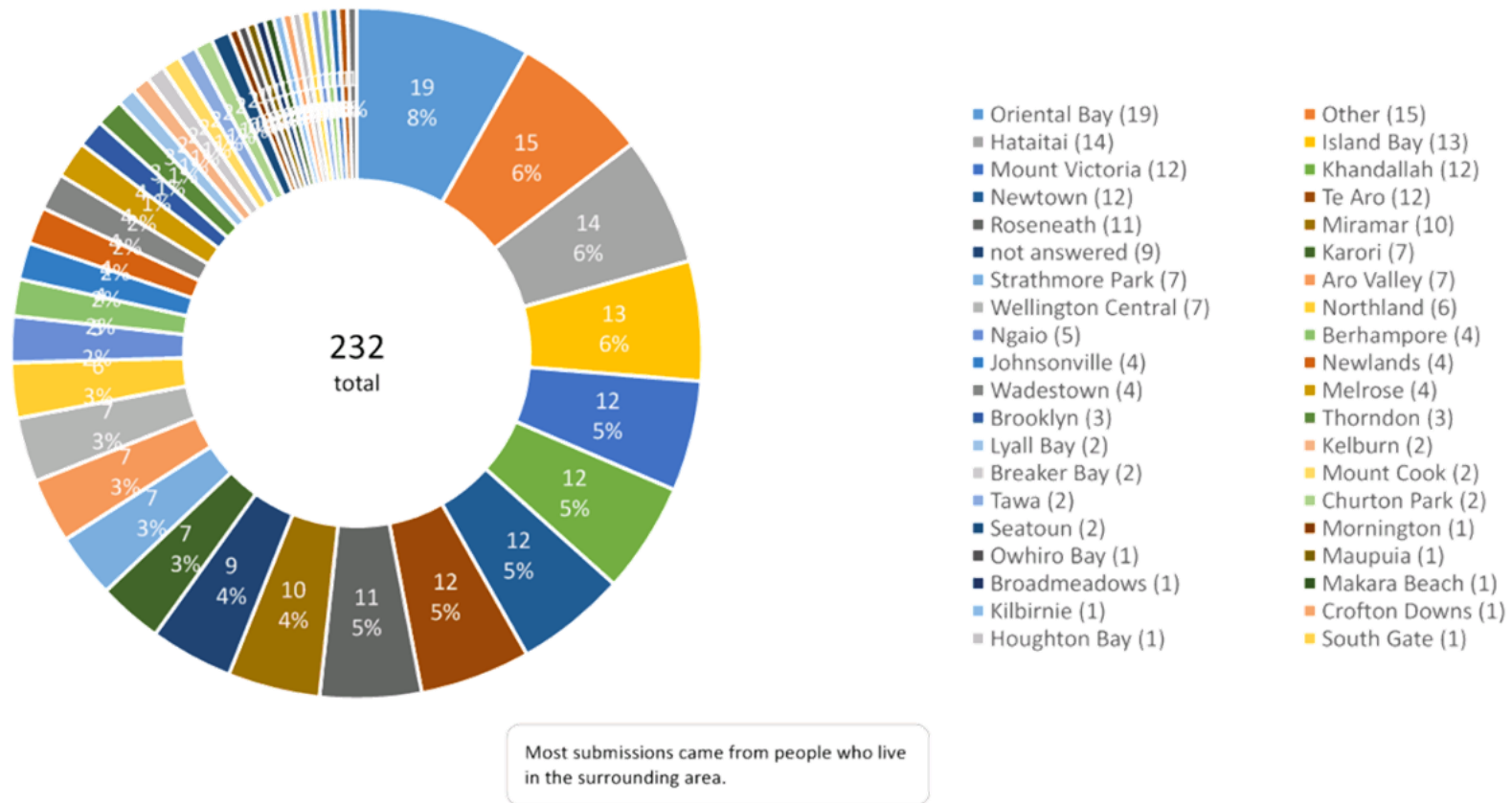


What is your primary relationship to this street?



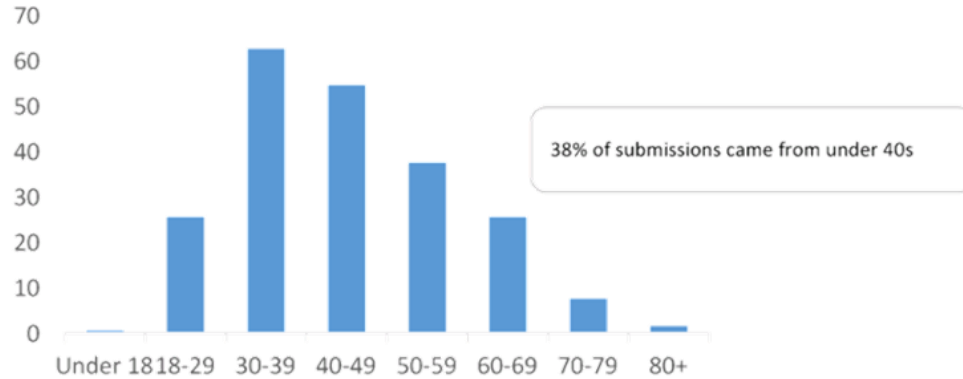
63% of submissions came from people who regularly travel along Oriental Parade

Respondents by suburb

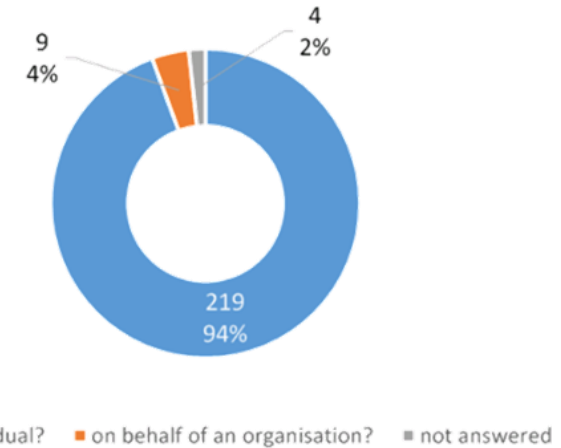


Demographics of respondents

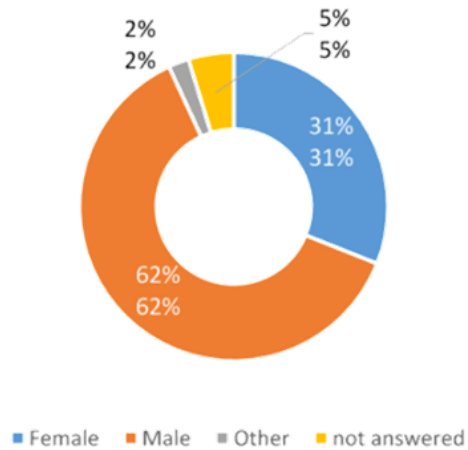
Age of respondents



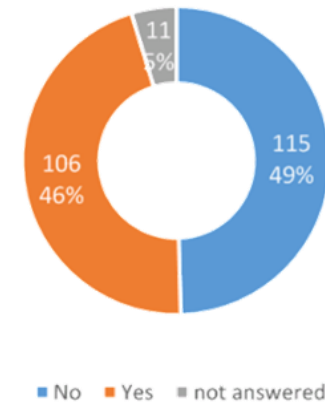
Individual vs organisational respondents



Gender of respondents



Would you like to be informed if there is an opportunity to talk to Councillors about these changes?



Appendix: Theme Descriptions

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

- Bike lane too narrow - The proposed bike lane is too narrow to accommodate cyclists going two different directions.
- Safety improvement needed - Remarking on a general need for improved safety in this proposal
- Retain bus stop - Retain the Herd Street bus stop
- Strong support - Strong support for the proposal
- Not part of a bigger network. - There needs to be consideration of how this proposal links up to the joining of key destinations
- Speed+cycle laws - Specific legislation about how cyclists use the cycleways and roads needs to be considered
- Separation of footpath and bikepath - Increased visual/physical separation of pedestrian area and cyclist areas needed
- Strong opposition - Strong criticism of the proposal
- Keep angle parking - Keep the type of parks as angle parking
- Remove angle parking - Remove the angle parking
- Narrow road - Criticism of the narrowing of the road in this proposal
- Angle parking dangerous - Angle parking is a hazard
- Change to parallel parking - Change the angle parks to parallel parks
- Retain parking - The general retention of parking spaces need to be considered
- Retain median - Retain the flush median
- Remove flush median - Remove the flush median
- Median unnecessary - The median in this proposal is unnecessary
- Other - Concern or factor not mentioned elsewhere

Do you support the proposed bus stop removal, near Herd Street?

- Don't put car parks there - Specific opposition around the replacement of the bus stop with car parks instead
- For widening cycleway - Specific support around the removal of the bus stop to allow for more space for the cycleway
- Relocate it - Consider replacing the bus stop at another location
- Others are adequate - Other bus stops around this area are close enough to be an adequate replacement for the removed bus stop
- Important bus stop - This bus stop is important
- Bus stop hazard - This bus stop is dangerous
- Don't care - No opinion
- Other - Concern or factor not mentioned elsewhere

How important is it to connect this proposed bike path with the safer city-wide cycling network?

- Other areas need priority - Other areas within the nearby cycle network need attention before this area of Oriental bay
- Not part of a bigger network - There needs to be consideration of how this proposal links up to the joining of key destinations
- Safety improvement - Consider how much this proposal will increase or decrease safety for everyone
- Narrow road - Criticism of the narrowing of the road in this proposal
- More people will cycle/are cycling - Mention of growing demographic of cyclers and the need to cater to this demographic
- Strong support - strong support for the proposal
- Other - Concern or factor not mentioned elsewhere

Other comments

- Bike lane too narrow - The proposed bike lane is too narrow to accommodate cyclists going two different directions.
- Safety improvement needed - Remarking on a general need for improved safety in this proposal
- Strong support - Strong support for the proposal
- Not part of a bigger network - There needs to be consideration of how this proposal links up to the joining of key destinations
- Speed+cycle laws - Specific legislation about how cyclists use the cycleways and roads needs to be considered
- Separation of footpath and bikepath - Increased visual/physical separation of pedestrian area and cyclist areas needed
- Narrow road - Criticism of the narrowing of the road in this proposal
- Strong opposition - Strong criticism of the proposal
- Angle parking dangerous - Angle parking is a hazard
- Change to parallel parking - Change the angle parks to parallel parks
- Retain parking - The general retention of parking spaces need to be considered
- Retain median - Retain the flush median
- Median unnecessary - The median in this proposal is unnecessary
- Remove flush median - Remove the flush median
- Other - Concern or factor not mentioned elsewhere



Cordon Cycle Survey

Historical Cyclist Growth

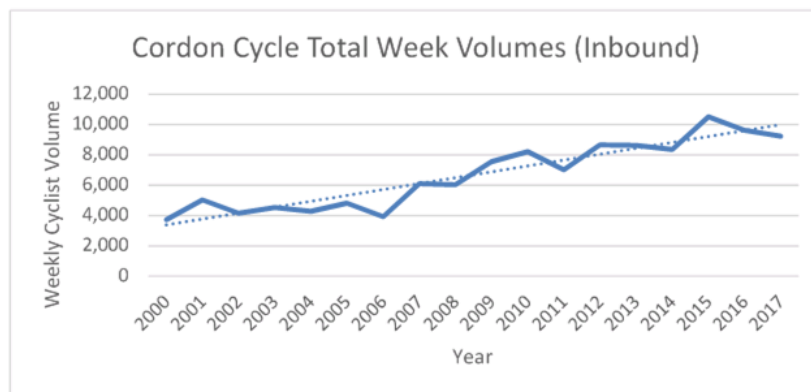
Prepared for: Wellington City Council
Date: February 14th 2018
TDG Ref.: 15297.000
Prepared by: Andrew Liese
Reviewed by: Mark Georgeson

1. Background

Since 2000 TDG has performed an annual set of surveys in March for Wellington City Council to monitor the different modes of transport used to access the Wellington CBD during weekday morning commuter hours (7am – 9am). As part of these surveys, a set of 28 sites combine to provide a cordon around the CBD monitoring cyclist movements entering and exiting the central city.

2. Bicycle Usage

The graph below shows the total number of cyclists observed entering the city during the morning commute period of each surveyed week since 2000. Overall the number of cyclists commuting to the CBD over the surveyed week has more than doubled since the inception of these surveys. On average the weekly volume of cyclists has increased by 350 each year.



Naturally some fluctuation can be observed which are caused by many external contributing factors and are common place in annual surveys. The overall trend shows a continual increase in cyclists over the years.

TDG

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Cordon Voumes Graph and Write Up2 - 2018 Data

Page 1



Cordon Site Breakdown

Thorndon Quay and Oriental Parade Mode Analysis

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1. Background

Since 2000 TDG has performed an annual set of surveys in March for Wellington City Council to monitor the different modes of transport used to access the Wellington CBD during the morning commuter hours (7am – 9am). As part of these surveys all cyclist and pedestrian movements were recorded at Thorndon Quay, Oriental Parade and 26 other sites. Vehicle volumes and occupancy were also recorded at these locations.

This report breaks down the utilisation of the different modes of transport recorded in TDG’s annual survey as well as the data provided by WCC from the public transport operator.

2. Thorndon Quay

Figure 1 below shows the overall growth in commuters as well as the method of transport used. This trend shows that on average around 85 additional commuters are entering the city daily via Thorndon Quay each year.

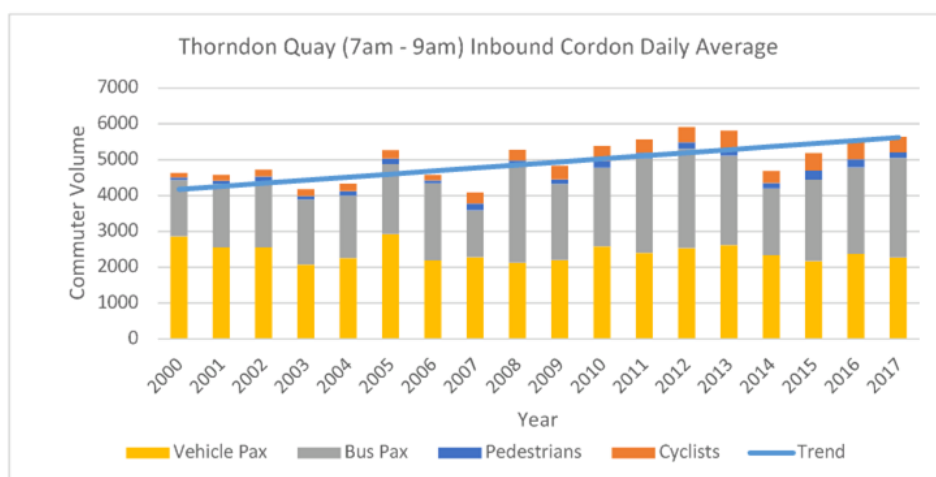


Figure 1: Thorndon Quay Volume Breakdown

Figure 2 below shows the percentage of commuters using each method of transport as well as a trend line illustrating the relative decline in private vehicle usage from 60% to 40%. The proportional increase in bus passengers, cyclists and pedestrians is apparent in this chart from around 40% to 60%.

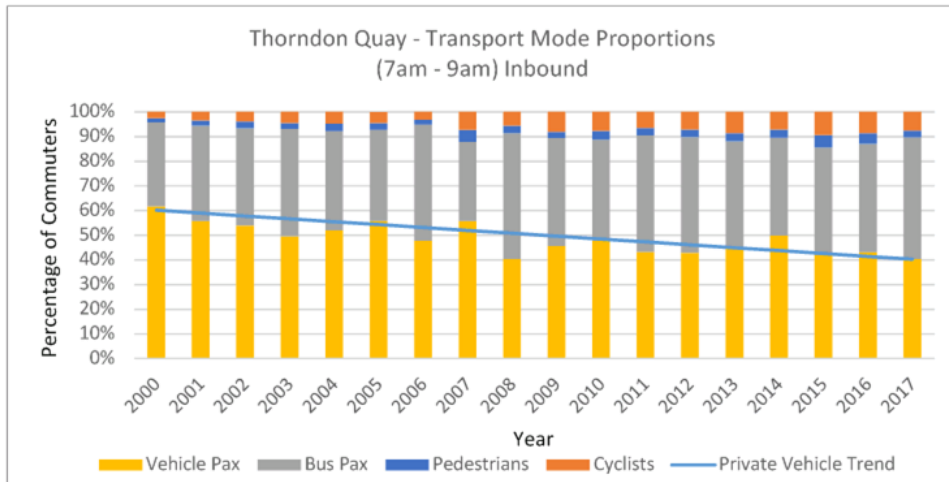


Figure 2: Thorndon Mode split Breakdown

Figure 3 below further illustrates the decline in the proportion of commuters using private vehicles to enter the CBD via Thorndon Quay by around 20%. The greatest relative growth is cyclists, with volumes three times greater than that observed in 2000.

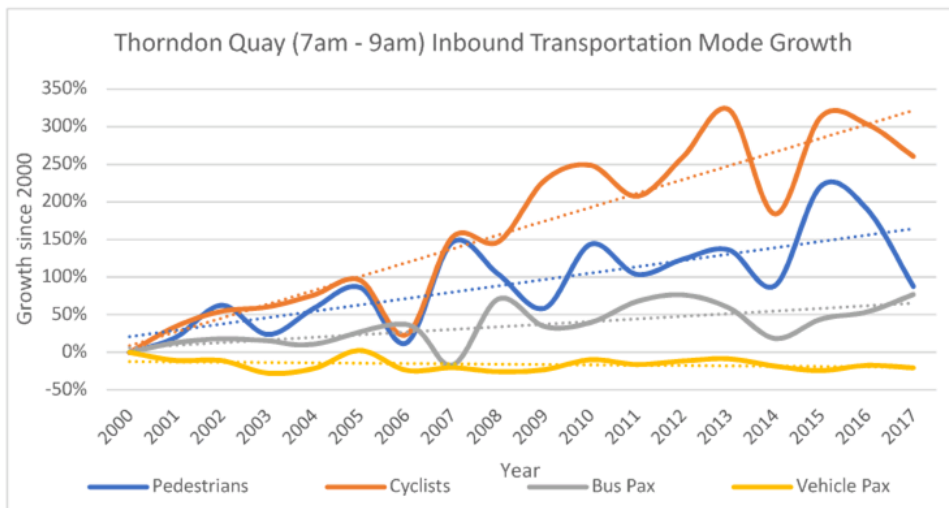


Figure 3: Thorndon Quay Mode Growth



3. Oriental Parade

Figure 4 below shows the overall growth in commuters as well as the method of transport used. This trend shows that on average around 25 additional commuters a year entered the city daily via Oriental Parade.

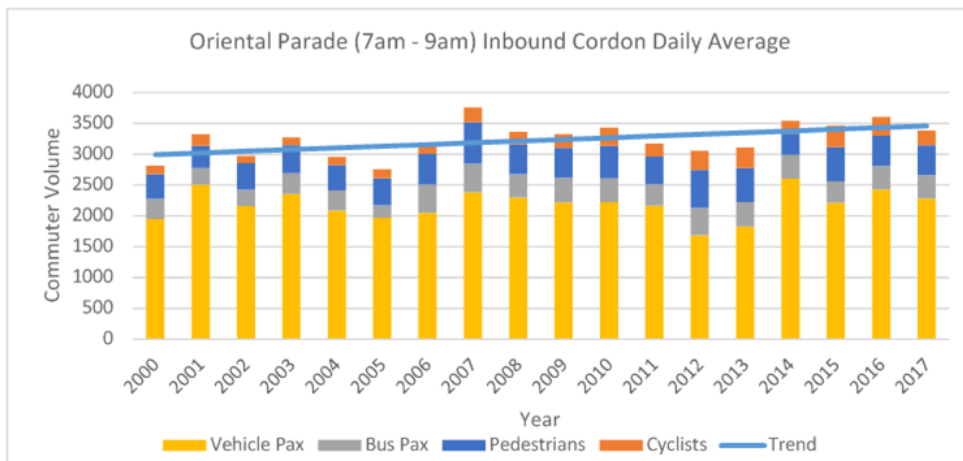


Figure 4: Oriental Parade Quay Volume Breakdown

Figure 5 below shows the percentage of commuters using each method of transport as well as a trend line illustrating the relative decline in private vehicle usage by about 10% over the past 17 years.

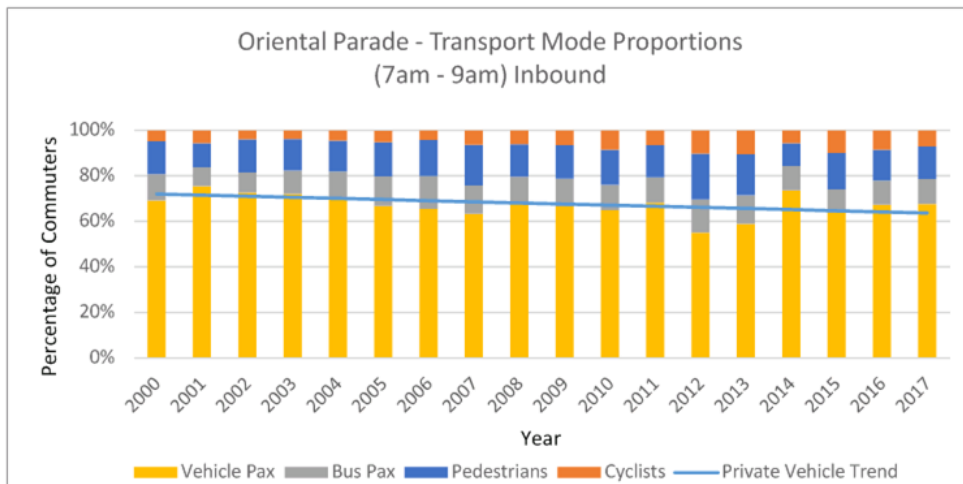


Figure 5: Oriental Parade Mode-split Breakdown



Figure 6 shows that the rate of growth of commuters using private vehicles is the smallest of all the modes of transport. The greatest relative growth can be seen to be cyclists with volumes more than twice what was observed in 2000.

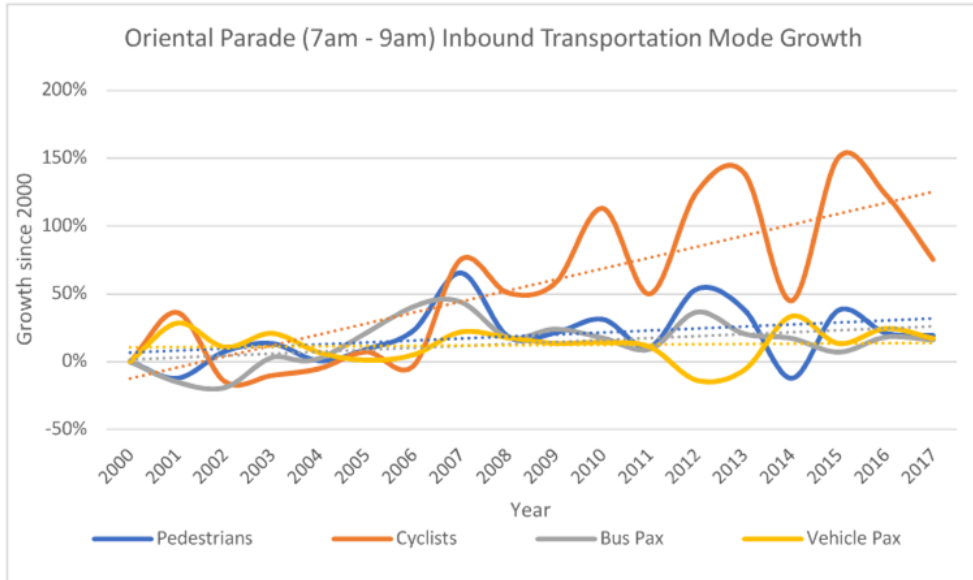


Figure 6: Oriental Parade Mode Growth

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Item 3.4 Attachment 4

ORIENTAL BAY CYCLE IMPROVEMENTS - CONSULTATION PLANS



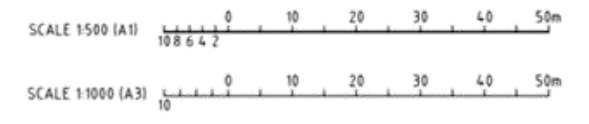
LEGEND

- EXISTING KERB (INFERRED)
- NEW MARKINGS
- NEW RAISED KERB OR RAMP
- CYCLEWAY / CYCLE LANE
- BUS STOP
- BUFFER

- EXISTING TREE RETAINED (INFERRED)
- PROPERTY BOUNDARY
- EXISTING SIGN POST TO BE RELOCATED
- NEW PEDESTRIAN CROSSING BELISHA BEACON
- NEW SHARED PATH SIGN POST
- EXISTING PARKING STALL TO BE RELOCATED/ORIENTATED
- FIRE HYDRANT LOCATION

- NOTES**
1. DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 2. EXISTING KERB FACE, KERB TOP, ROAD MARKINGS AND KEY FEATURES ARE SHOWN INDICATIVELY ONLY, BASED ON AERIAL PHOTOS AND LIMITED ON SITE MEASUREMENTS. ACTUAL POSITIONS FOR ALL FEATURES SUCH AS TREES, KERBS AND MARKINGS ARE TO BE VERIFIED ON SITE.
 3. THE ROAD LAYOUT AND CYCLE LANE ARRANGEMENT IS SHOWN FOR SCHEME DESIGN ONLY. THESE PLANS ARE NOT FOR CONSTRUCTION.
 4. COORDINATES ARE IN TERMS OF NZTM 2000.

LOCALITY PLAN



FOR PUBLIC CONSULTATION

REV	DATE	DRAWN	REV'D	APPR'D	REVISION
B	26.01.18	NLJ	AL		FOR TRAFFIC RESOLUTION CONSULTATION
A	27.11.17	JMF	AL		CLIENT COMMENT

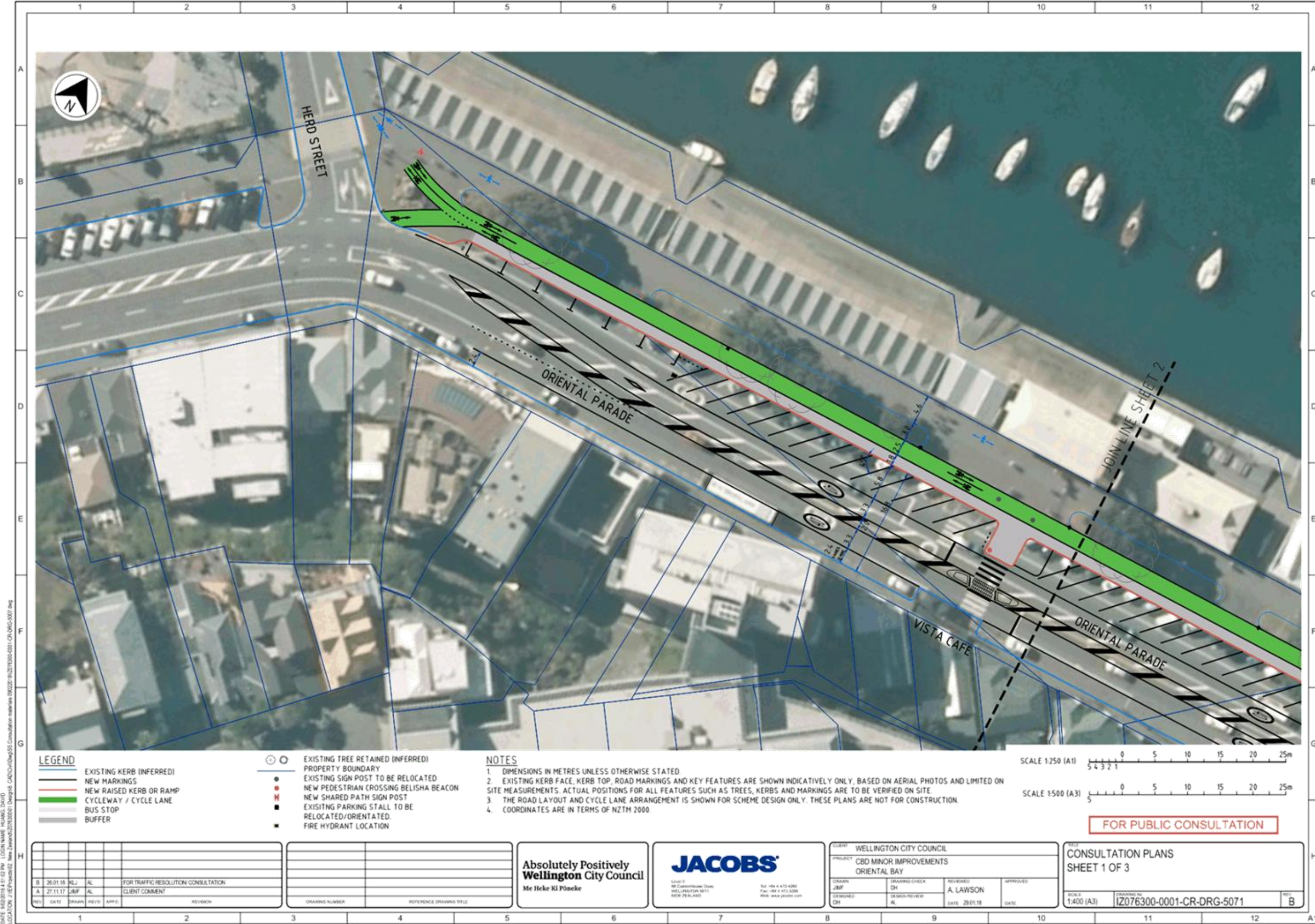
DRAWING NUMBER	REFERENCE DRAWING TITLE

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Me Heke Ki Pōneke

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CLIENT: WELLINGTON CITY COUNCIL		PROJECT: CBD MINOR IMPROVEMENTS ORIENTAL BAY	
DRAWN: JMF	DRAWING CHECK: CH	REVIEWED: A. LAWSON	APPROVED:
DESIGNED: CH	DESIGN REVIEW: AL	DATE: 26.01.18	DATE:

TITLE: COVER PAGE - ORIENTAL BAY CYCLEWAY SCHEME CONSULTATION PLANS	
SCALE: 1:1000 (A3)	DRAWING NO: IZ076300-0001-CR-DRG-5070
REV: B	



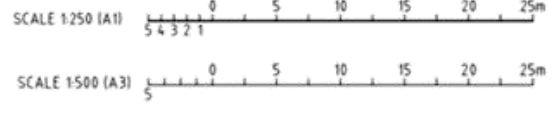
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DRAWING NUMBER	REFERENCE DRAWING TITLE

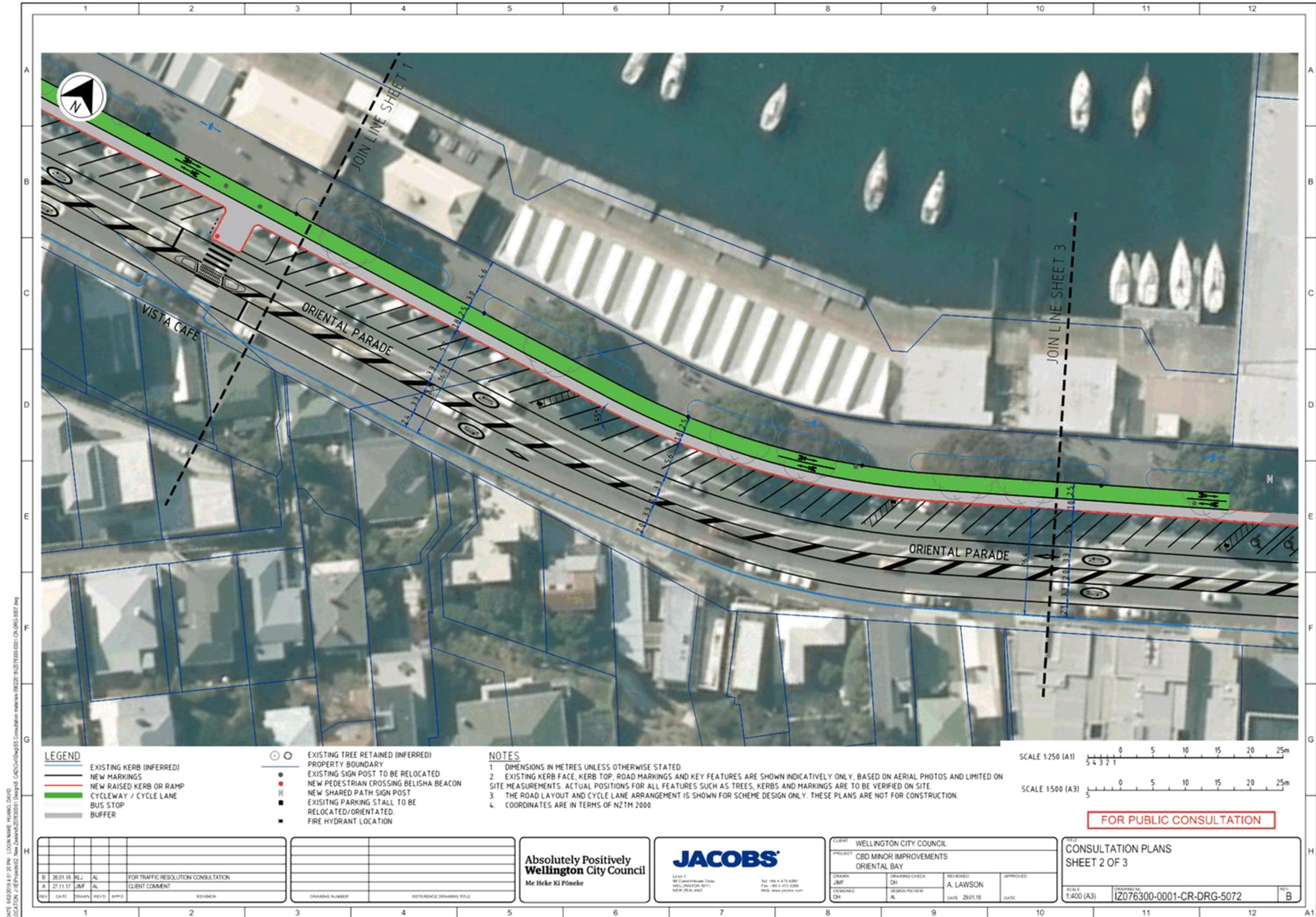
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



CLIENT: WELLINGTON CITY COUNCIL	
PROJECT: CBD MINOR IMPROVEMENTS ORIENTAL BAY	
DESIGNED: JMJ	DESIGN/PREVIEW: AL
DRAWING CHECK: CH	REVIEWED: A. LAWSON
DATE: 29.01.18	DATE:

CONSULTATION PLANS SHEET 1 OF 3	
SCALE: 1:400 (A3)	DRAWING NO: IZ076300-0001-CR-DRG-5071

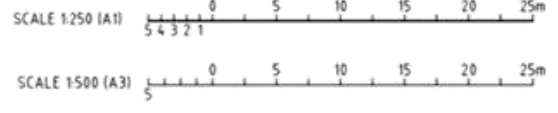
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DRAWING NUMBER	REFERENCE DRAWING TITLE

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CLIENT: WELLINGTON CITY COUNCIL		PROJECT: CBD MINOR IMPROVEMENTS ORIENTAL BAY	
DESIGNED: JMF	DRAWING CHECK: CH	REVIEWED: A. LAWSON	APPROVED:
DATE: 29.01.18	DATE: 29.01.18	DATE: 29.01.18	DATE: 29.01.18

CONSULTATION PLANS SHEET 2 OF 3	
SCALE: 1:400 (A3)	DRAWING NO: IZ076300-0001-CR-DRG-5072

