

# Wellington City Urban Cycleways Programme

## Design Report: Bays Connections – Oriental Parade Cycle Improvements

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**Version 6**

**Updated in February 2018**

**Absolutely Positively  
Wellington City Council**

Me Heke Ki Pōneke



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# 1. Introduction

## 1.1 Background

Over recent years Wellington City Council (WCC) has committed a significant amount of capital funding to cycleway development through its Long Term Plan and Annual Plan processes. The investment aims to contribute towards cycling becoming “*safer and more convenient*” (WCC Cycling Policy, November 2008) by increasing the level of service for people who use bikes.

The Urban Cycleways Programme (UCP) has provisionally allocated \$9.5 million to Wellington City for investment. When contributions from rates and the National Land Transport Fund are taken into account, some \$37.5 million will be invested in cycling over the next three years (by 30 June 2019). The Bay Connections (Evans Bay to Waitangi Park & Cobham Drive) project has been allocated \$11 million and a small part will be available for improvements to Oriental Parade between Herd Street and Freyberg Pool.

The Council is currently working through the NZ Transport Agency’s business case approach to develop and assess options. To date the strategic case and programme business case stages have been completed. This design report relates to work required to complete the indicative business case (IBC) for the Evans Bay Parade/ Oriental Parade to Waitangi Park corridor. Following the completion of this indicative business case stage, a detailed business case will be developed.

## 1.2 Project Objectives

The primary objective for the project is to improve the current undersized shared pathway from Herd Street to Freyberg Pool to address the poor level of service for people who walk and travel by bike. This project also seeks to bring benefits for all other road users.

The proposals have been developed in conjunction with a working group which has been set up and administered by the Council.

The WCC has identified the following key matters to be addressed by the wider study:

- Improve the level of service for people on bikes along identified routes likely via a sensible and pragmatic approach;
- Improve or maintain the level of service for people using buses along identified routes;
- Maintain or improve the level of service for pedestrians;
- Maintain an acceptable level of service for general traffic movements;
- Minimise impacts to on-street parking and increase parking supply if feasible.

Officers will recommend scheme/s and implementation plan/s for consideration by Councillors.

## 1.3 Study Area

The study area is limited to Oriental Parade from its intersection with Herd Street to the Freyberg Beach carpark access; see Figure 1.1 below. The characteristics of the corridor are detailed in the following sections.



Figure 1.1: Study Area 1

### 1.3.1 Existing Situation

This section describes the study area’s existing road layout, speed and parking restrictions and the facilities available for pedestrian and cyclists.

#### 1.3.1.1 Road Layout

Aerial photos of Oriental Parade (between Herd St and Freyberg pool) are provided in Appendix A. The study area is relatively flat with only one moderate bend close to Herd St.

On the southern side of the road, the type of the frontage buildings is mainly low to medium density residential in land use. The only exception is the swimming and triathlon specialist shop opposite Freyberg pool, Vista café and Copthorne Hotel near Herd St intersection. On the northern side of the road where the shared path is located, there is the Royal Port Nicholson Yacht Club and Freyberg Pool.

This section of Oriental Parade typically provides a 4.0-4.2m wide single traffic lane in each direction and a flush median (1.2m to 2.5m in varying width). Kerbside parallel parking is provided on the southern side of the road and angle parking is provided on the northern side. The total carriageway width is around 18.0m wide between Herd St and Freyberg pool. Photographs showing the typical carriageway cross sections are shown in Figure 1.2 and Figure 1.3.



Figure 1.2: Oriental Parade carriageway between Herd St and Freyberg pool (facing west)

<sup>1</sup> Aerial imagery was retrieved from Google Earth Pro, Google 2016. Imagery of the site is dated 2 March 2009. Reproduced on basis of full attribution.



Figure 1.3: Oriental Parade carriageway between Herd St and Freyberg pool (facing east)

### 1.3.1.2 Intersection Layout

There is only one intersection located in the study area. It is described in the section below. Aerial photos of the intersection are also provided in Appendix A.

#### **Herd Street/ Oriental Parade give way priority T-intersection**

The layout for the Herd Street/ Oriental Parade priority T-intersection is shown in Appendix A, A.1. Key features include:

- Within a 40km/h “Safer Speed Area”;
- A right turn bay from Oriental Parade (westbound);
- Oriental Parade: two lanes citybound and one lane eastbound.
- Herd Street: One lane each direction but vehicles are able to wait side by side at give way control to turn either left or right
- The Herd Street approach has a 7.0m long speed table installed 8.0m behind the limit line.
- Herd Street is not a through route. It provides access to the waterfront 10km/h shared space and the car park; and
- The top of the T-junction is the apex of the road curve on Oriental Parade.

The photographs in **Figure** and **Figure** show the intersection layout.



Figure 1.4: Herd Street and Oriental Parade Intersection (facing southwest; Waitangi Park on the right-hand side)



Figure 1.5: Herd Street and Oriental Parade Intersection (facing east; towards Freyberg pool)

### 1.3.1.3 Extent of Speed and Parking Restrictions in the Study Area

Speed and parking restrictions along this section of Oriental Parade are shown in Figure .

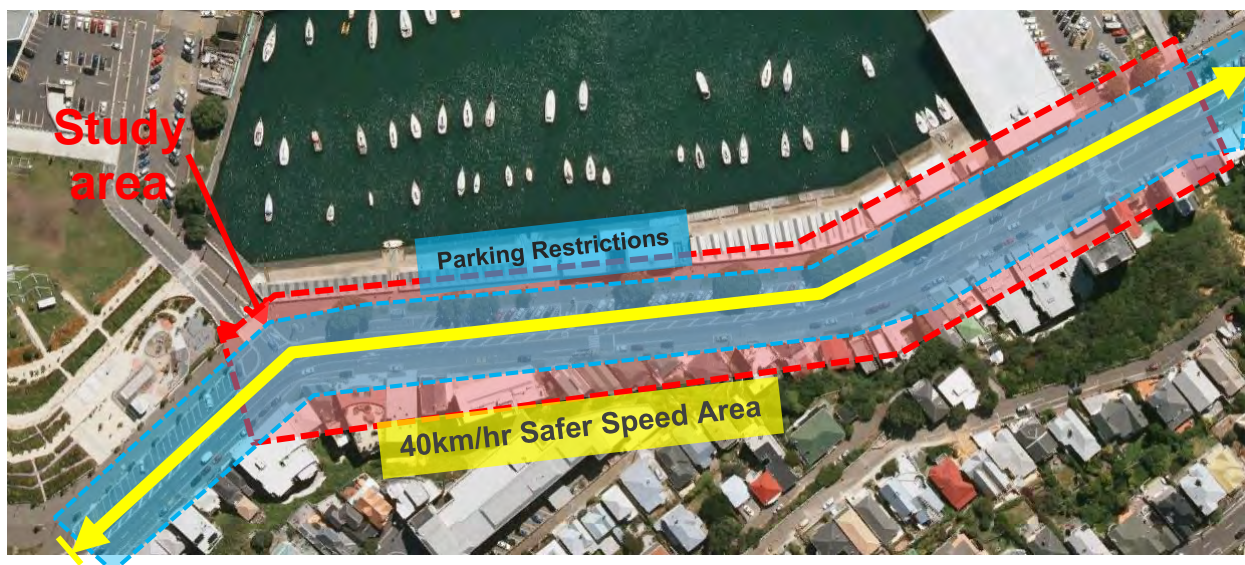


Figure 1.6: Existing Speed and Parking Restrictions Overview

Within the study area, 40km/h speed restrictions are provided to improve safety for vulnerable road users. The speed restrictions are signed as “40 Safer Speed Area” near both the Cable Street/Oriental Parade and Herd Street/Oriental Parade intersections and road marked on the traffic lanes with a series of circled “40” to provide threshold treatments.

On the northern side of the road, time restricted parking extends over the entire study area. Only residents’ parking has been allowed on the southern side of the road. Restrictions on the northern side, which are either 2 or 10-hour maximum Pay & Display parking, cater for both short-term and long-term parking demand, promote turnover and ensure optimal use. Utilisation survey was excluded in detail as a part of this study but rough occupancy rates were recorded over the entire survey period.

### 1.3.1.4 Parking Provisions and Bus Stops

The existing on-street parking supply, time restrictions, existing bus stops in the study area are shown in Figure . There are no street loading facilities identified within the study area.

In total there are around 76 car parks in the study area. Adjacent to residential houses (the southern side) they are all ‘Resident Only’ car parks. All the angled Pay & Display parking on the northern side has a 10 hour time restriction.

Outside the study area, parking has also been provided on Herd St, in Freyberg pool car park and near Waitangi Park.

Two sets of bus stops are located on both ends of the study area – one near Herd St and the other outside Freyberg pool. They are approximately 250 metres apart. Outside the study area, the nearest bus stops are 130 metres to the west and 250 metres to the east.





Figure 1.7: Existing Parking Provision, Restrictions and Bus Stops

### 1.3.1.5 Facilities for Pedestrians and Cyclists

The existing pedestrian and cycle facilities are shown in Figure .

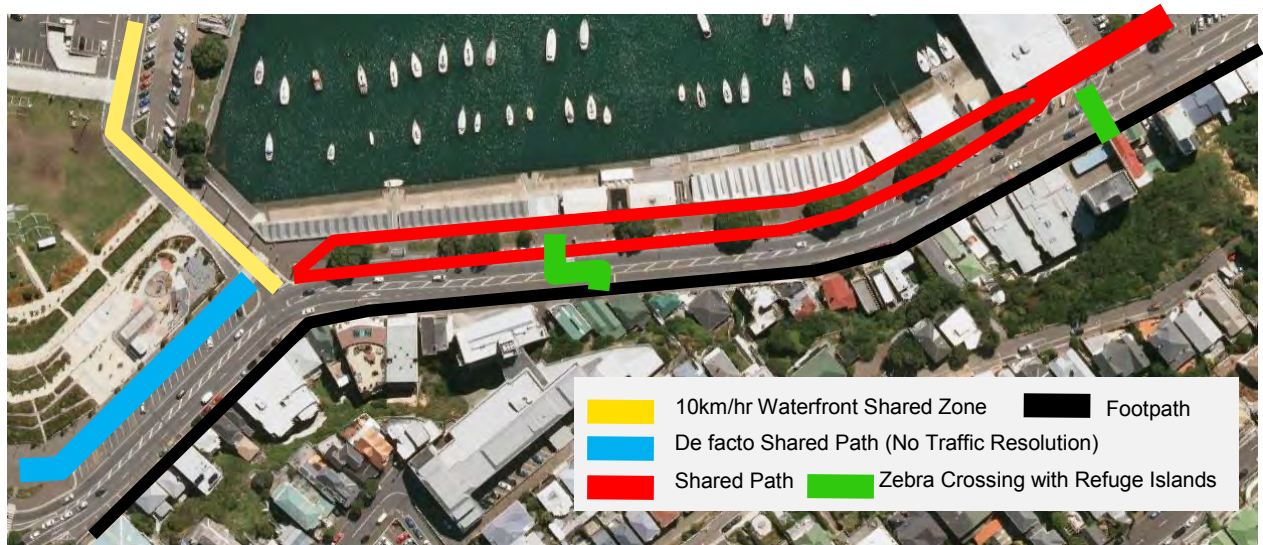


Figure 1.8: Existing Pedestrian and Cyclist Facilities

Within the study area, there are footpaths on both sides of the carriageway. The footpath on the southern side is generally 2.0m in sealed width and is in fair condition. There is double footpath pavement on the northern side of Oriental Parade (see Figure ). The wider path closer to the harbour is 3.8m wide and the narrow path next to the angle parking is only 1.5m wide. Pedestrian and cycle shared use is permitted on the north side footpath. There is no dedicated cycle facility provided.



Figure 1.9: Shared path on the northern side.

Two zebra crossings have been provided on Oriental Parade. One of them is located directly outside Freyberg pool (Figure 1.10) and the other one is in front of Vista café (Figure 1.11). Both of them have kerb buildouts and refuge islands in the middle.



Figure 1.10 : Zebra Crossing Outside Freyberg Pool (Looking west; Source: Google)



Figure 1.11 : Zebra Crossing Outside Vista Cafe (Looking west; Source: Google)

#### **1.4 Purpose of this Report**

The purpose of this report is to recommend a suitable way forward for cycle improvements at Oriental Bay from Herd Street to Freyberg pool and gym.

#### **1.5 This Report**

This report provides background information on the existing road layout, speed and parking restrictions and the facilities available for pedestrian and cyclists. It then sets out the problems and issues for cycleway proposals in Oriental Bay.

The working group process will be explained as the group formed with the community, key stakeholders and Wellington City Council officers has been the main driver behind the project in defining the project objectives and determining the treatment options. The report will also set out why options were progressed or discounted, who was involved and how their views were incorporated, and what other issues were considered or had an impact on the option progressed.

## 2 Community and Key Stakeholders

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.

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 working group membership was comprised of local home owners, Oriental Bay Resident Association (OBRA) members, Royal Port Nicholson Yacht Club representation as well as the Chaffer's Marina manager. In addition, the group had a representative from Cycle Aware Wellington and pedestrian advocacy group Living Streets Aotearoa. The overall makeup of the group represented a very diverse range of transport users, ranging from walkers, cyclists, public transport users and personal car drivers.

The working group was comprised of the following stakeholders:

- Living Streets (advocate) – 1
- Cycle Aware Wellington (advocate) – 1
- Oriental Bay Resident's Association – 6
- Royal Port Nicholson Yacht Club – 2
- Local Residents (2 home owners & 1 public transport users) – 3
- Commuter Cyclists – 2

\*Representatives from NZTA, WCC, Jacobs and GWRC also shared the table with the working group, offering specialist perspective to questions that required a deeper knowledge of certain aspects of transport, like buses and cycling regulation and specification.

With the help of the transport planners, engineers and urban design consultants employed for each of the cycleways projects, the working group, in coordination with Council and NZ Transport Agency staff, developed a check-list of criteria based on all the objectives.

The long-lists of options were then assessed against the criteria to come up with a short-list of options, which were then further scrutinised.

The Oriental Parade Connections 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. By the third workshop, members had confirmed the long list of options to put forward to the next stage of evaluation. At the fourth workshop, the long list of options was further evaluated against all criteria and objectives, resulting in a short list of options. At the fifth workshop, the short list of options was reviewed with the workshop members determining options that would be presented for public consultation. Upon further discussion between councillors and OBRA, and sixth and final workshop was scheduled, providing a detail review of the 2 options to go out for public comment.

Working group members spent many hours poring over plans, asking questions, looking at things from a range of different perspectives, debating the pros and cons, grappling with challenges and trade-offs, and whittling down the alternatives to come up with the most practical options to go out to the wider public. Among other things, the groups talked about parking, the needs of residents and businesses, trees, heritage features, lane widths, safer speeds, painted median strips, driveways, existing safety issues, pedestrian crossings, intersections and bus stops.

### 3 Issues, Constraints and Opportunities

Oriental Parade is a popular destination on Wellington's waterfront. The demand for space within the road corridor is high due to the need to provide for access, parking and movement while also providing a streetscape that meets urban design objectives (for example creating a greater sense of place) and attracts people to the waterfront. For this reason, any improvements will need to balance a number of competing objectives.

The issue paper has shown transport demands are the highest in the weekend when there is more intense activity in the waterfront area including people walking, jogging and biking along waterfront and visiting the Sunday market near the Te Papa museum.

There is an existing shared path along the northern side of the street which connects with a shared zone at Herd Street and a 10.5 metres wide shared path starting from Freyberg pool extending along the seaward side of Oriental Parade. The 3.8m wide path is substandard and not adequate for sharing between pedestrians and people on bikes. The 1.5m wide path in front of the angle car parks is currently under-utilised because its narrow width is often compromised by the overhanging vehicles.

Cycle flows are high during peak commuting hours on midweek days and moderate during the weekend. Two groups of cyclists are evident by the patterns of flow. They are commuter cyclists on midweek days and recreational cyclists in the weekend, although recreational riders do use Oriental Parade throughout the week as Oriental Parade is part of the popular coastal cycle route. The annual cycle cordon survey undertaken by WCC recorded approximately 350 peak hour movements passing the study area between 7 AM and 9 AM on an average weekday.

There is no issue identified with the current operation of the bus stops. The bus services passing this site will not be affected by the new 2018 bus network currently developed by the Greater Wellington Regional Council. However, it is recommended that sensible ways of rationalising the bus stops in the area could be explored.

There are no heritage listed trees within the study area. However, the impact on the eleven mature Pohutukawa trees along the shared path need to be considered as they currently contribute positively to the streetscape and the cost of removing or relocating them is likely to exceed \$100,000 per tree.

Crash data from the NZ Transport Agency's Crash Analysis System shows that over the ten-year period of 2006 - 2015, 63% of all injury crashes involved people on bikes. Cycle crashes are over represented in crash history. Two crashes (9%) involved people walking, one resulting in minor injury and the other non-injury.

Due to the limited number of garages and driveways located along this section of Oriental Parade, the flush median between Herd Street and Freyberg car park is not well used by turning vehicles. However, the flush median is important as it does provide space to people crossing the road if they choose not to use the zebra crossings. It may also have contributed to a safer speed along this section of Oriental Parade.

Resident parking along the southern side of the road is almost always fully occupied. Angled car parks are generally well utilised during the weekend but the utilisation rate is only around 70% during the week.

In the future, transport demands are expected to increase with increased residential development in the eastern suburbs.

All these competing issues will require consideration in developing options for improving the level of service for people who walk and cycle along this section of Oriental Parade, as well as providing benefit to the greater transport network.

## 4 Cycle Route Development

### 4.1 Background

Wellington City Council's Transport & Urban Development Committee (disestablished October 2016) approved the refreshed Wellington Urban Cycleways Programme in August 2016.

The Committee recommended that the City should progress the Great Harbour Way (GHW) by upgrading the Miramar Cutting to Cobham Drive shared path and developing the Evans Bay Parade/Oriental Parade to Waitangi Park corridor to connect the Wellington CBD to the east due to the significant mutual benefits for commuter and recreational opportunities.

Development of these sections of the GHW achieves a large portion of the GHW that provides direct connection to/from the Wellington CBD while the Let's Get Wellington Moving project considers a more direct future connection to resolve the currently constrained Mount Victoria tunnel and central CBD area.

A total amount of \$7.0m has been allocated to the Evans Bay to Waitangi Park project which include the improvements of the current undersized shared pathway from Herd Street to Freyberg Pool to address the poor level of service for people who walk and travel by bike. This project also seeks to bring benefits for all other road users.

### 4.2 WCC Cycling Investment Objectives

According to Wellington City Council's Cycle Network Development Programme Business Case (PBC) published in February 2016, WCC's cycling investment objectives are:

- Improve the level of service for people on bikes
- Improve the level of service for pedestrians
- Maintain the level of service for people using buses
- Maintain an acceptable level of service for general traffic movements
- Ensure parking meets the needs of the adjacent area

## 5 Cycleways Treatment Evaluation

### 5.1 Introduction

This section discusses the treatment options considered, setting out why they were progressed or discounted, who was involved and how their views were incorporated, and what other issues were considered or had an impact on the option progressed.

The diagram below shows the working group process that has been followed.

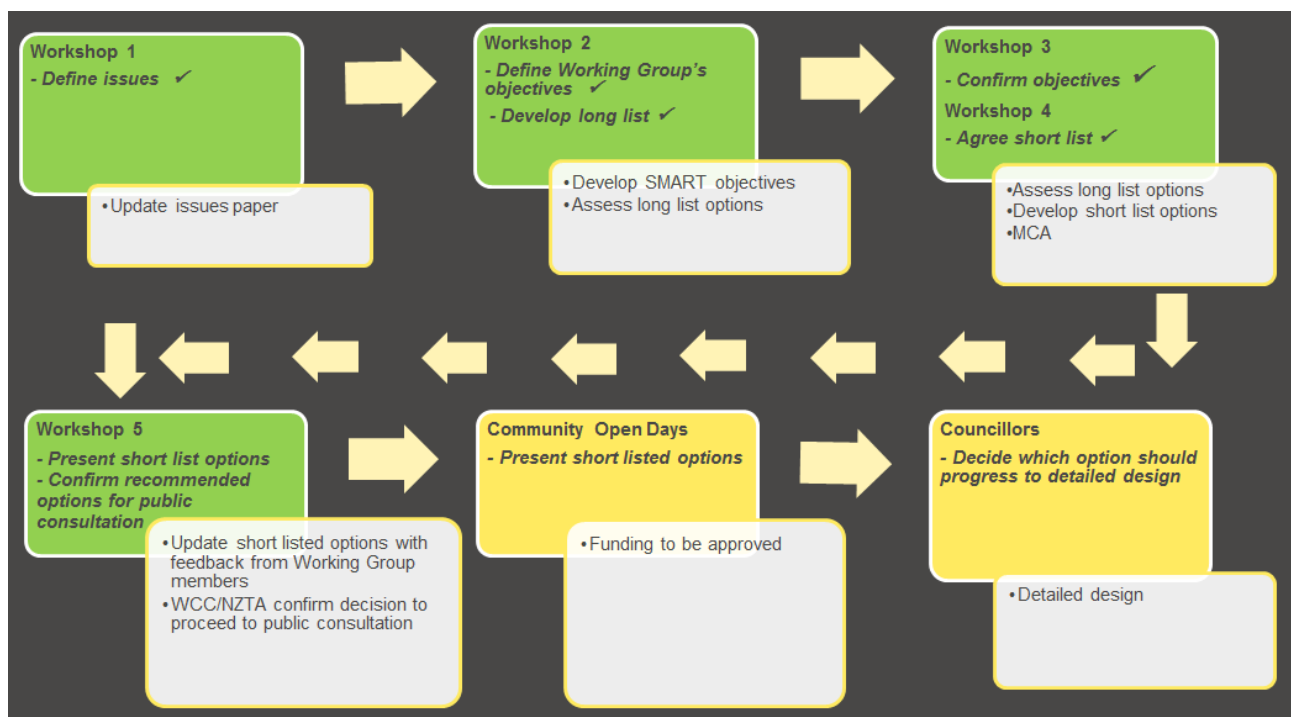


Figure 5.1 Working Group process

#### 5.1.1 Working Group

Five workshops have been held with the Oriental Bay cycle connections working group between May and July 2017. They are-

- Workshop #1: May 16.  
Define issues and assets in the study area.
- Workshop #2: June 1.  
Confirm issues and assets, confirm Council's investment objectives, define local investment objectives and undertake long list activity.
- Workshop #3: June 12.  
Develop long list options.
- Workshop #4: June 29  
Shortlist Exercise: review the draft evaluation, agree scores against each objective, draft Multi Criteria Assessment (MCA) and consider if there are other options that should be included.
- Workshop #5: July 17

Assess and confirm the shortlisted options and decide on the short list preference(s).

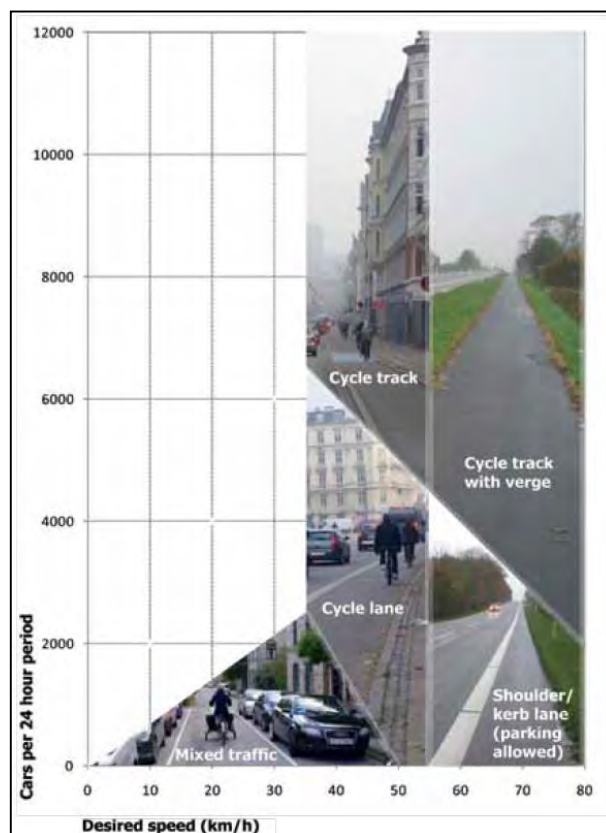
**5.1.2 Community Objectives**

Local investment objectives (community objectives) of this project have been identified by the working group during the second workshop held on 1 June 2017. They have been defined as-

- Enhance (local and wider) community benefit
- Increase traffic calming measures and reduce traffic volume
- Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park
- Heritage features should remain consistent and be enhanced if possible
- Create a safe, universal design environment, providing access for people of all requirements.
- Maximise the value of on street parking through design.

**5.2 Treatment Options Identification (Long List)**

The Dutch cycling design guide CROW Manual has been used to determine the types of appropriate cycle facilities based on the daily vehicular traffic volume and desired speed. The current traffic volume at this section of Oriental Parade is 16,000 vehicles per day which exceeds the upper limit (12,000 vehicles per day) as shown in Figure 5.2. This has suggested that protected cycle facility is needed at this site.



**Figure 5.2 Types of appropriate cycle facilities (Source: CROW Manual)**



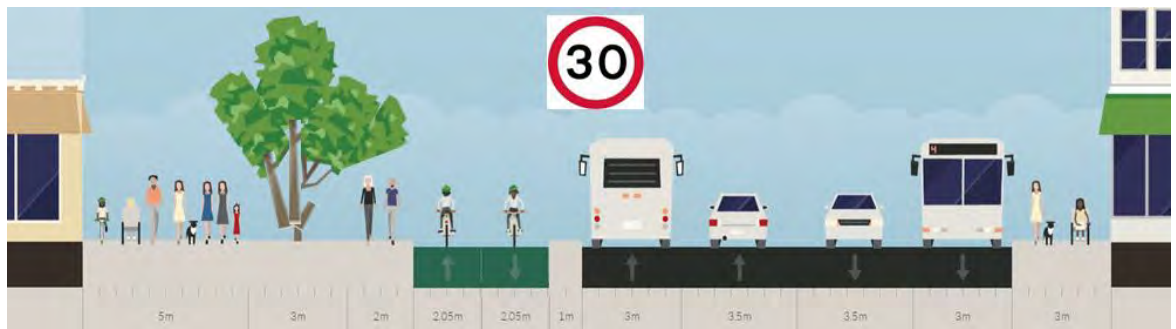
A total of eleven long list treatment options have been developed. Detailed assessments of these long list treatment options can be found in Appendix B.

- **2 options** developed by the working group through the cross-section exercise during workshop #2.

Option 1: 5m footpath on both sides, two-way cycleway on north side.

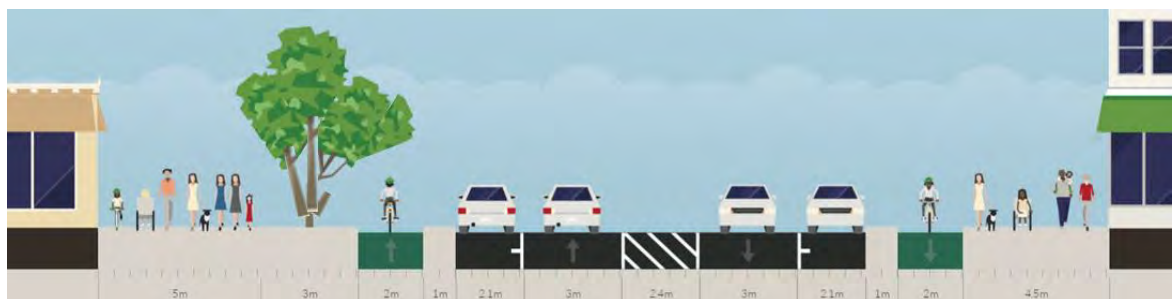


Option 2: 5m footpath on north side, 3m footpath on south side, two-way cycleway on north side and peak-hour bus lanes.



- **5 options** added by project designers after examining all the possible cross-sections and layouts following workshop #2. The working group reviewed these options and agreed to add them to the long list during workshop #3.

Option 3: 5m footpath on north side, 4.5m footpath on south side, one-way bike lanes on each side.



Option 4: 5m footpath on both sides, two-way cycleway on south side.



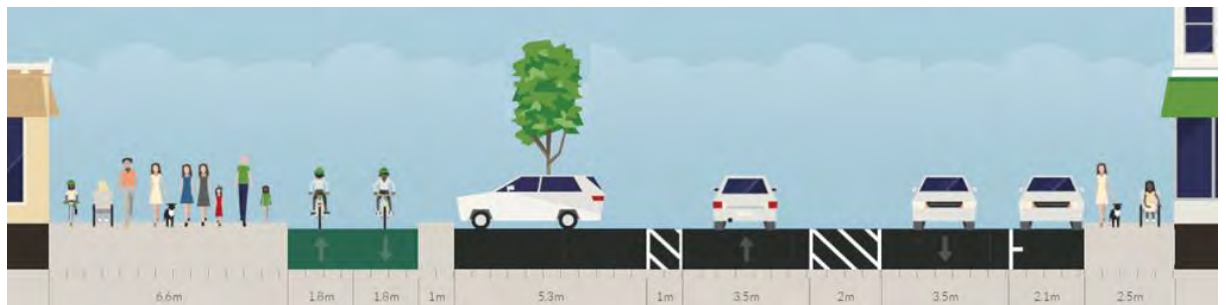
Option 5: 5m footpath on north side, two-way cycleway on north side and one-way bike lane on south side.



Option 6: Existing footpaths, two-way cycleway on north side and peak-hour bus lanes

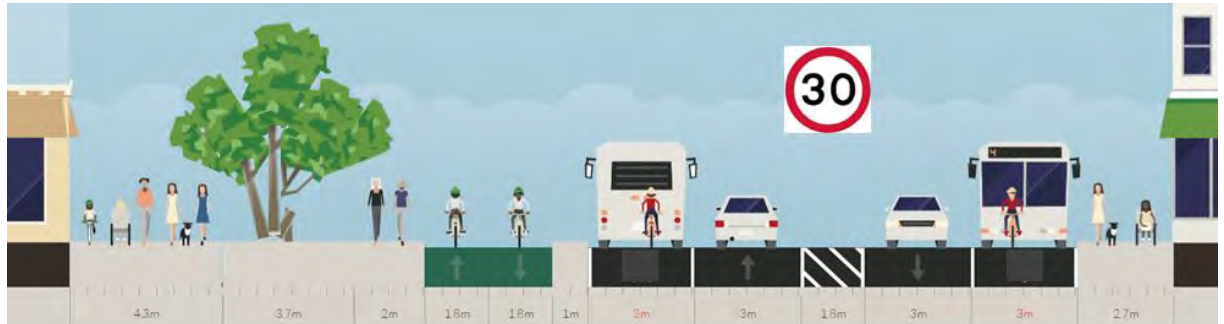


Option 7: 6.6m wide footpath on north side, two-way cycleway on north side with trees among angle parking



- **4 blended options** (Option 6.1, Option 8, Option 9 and Option 10) based on the working group's assessment and recommendations during workshop #3.

Option 6.1: Existing footpaths, two-way cycleway on north side and peak-hour bus lanes. No Sharrow marking. Introduce 30km/h speed limit.



Option 8: 10m wide footpath, two-way cycle lane, trees on 2.4m wide lane separator, no change to southern kerb line.



Option 9: Existing footpaths, two-way cycleway on north side, parallel parking, maintain flush median.



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



### 5.3 Treatment Options Assessment (Long List to Short List)

This section provides the details of how the long list of options has been assessed and a short list of 4 options developed, using a multi-criteria assessment (MCA). The working group firstly reviewed and agreed on the evaluation of all the long list options. The MCA criteria and scoring approach were then developed with and agreed by the working group, including the weighting of each criterion. In the next step, the design team assigned the MCA scores prior to workshop #4. Finally, the working group reviewed the MCA scores and confirmed the ranking of the long list options.

#### 5.3.1 Multi-Criteria Analysis (MCA) Criteria

The working group agreed to use the project objectives as the MCA criteria for each long list treatment option to be assessed against. The overall project objectives consist of the agreed WCC cycling investment objectives and the community objectives -

The Oriental Bay Connections project seeks to deliver a safe, universal design environment, providing equal access for people of all requirements, enhancing the iconic heritage of the location.

- Create a safe, universal design environment, providing access for people of all requirements.
- Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park.
- Improve the level of service for pedestrians.
- Substantially improve the level of service for cyclists.
- At least maintain the level of service for people using buses.
- Maintain an acceptable level of service for transport requiring access, e.g. transport that does not use Mt Victoria tunnel.
- Increase traffic calming.
- Maximise the value of on-street parking through design.

A group exercise was undertaken to determine the weightings of each objective. Each group member was asked to rate the importance of each objective 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.	Universal, not weighted.
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%

### 5.3.2 MCA Scoring Approach

Based on the evaluation the working group has undertaken on the long list options during workshop #3, the design team 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 and revised the scores on what the group considered important or less important. A summary of these scores is provided on the following page.

5.3.3 MCA Assessment of Long List

Objectives	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 6.1	Option 7	Option 8	Option 9	Option 10
	5m footpath on both sides, two-way cycleway on north side	5m footpath on northside, 3m footpath on southside, two-way cycleway on north side and peak-hour bus lanes	5m footpath on northside, 4.5m footpath on southside, one-way bike lanes on each side	5m footpath on both sides, two-way cycleway on south side	5m footpath on northside, two-way cycleway on north side and one-way bike lane on south side	Existing footpaths, two-way cycleway on north side and peak-hour bus lanes. With Sharrows	Existing footpaths, two-way cycleway on north side and peak-hour bus lanes. Without Sharrows. 30km/h speed limit	6.6m wide footpath on northside, two-way cycleway on northside with trees amongst angle parking	10m wide footpath on north side, two-way cyclelane on north side, trees on 2.4m wide lane separator	Existing footpaths, two-way cycleway on north side, parallel parking, median	Existing footpaths, two-way cycleway on north side, angle parking, no median
Create a safe, universal design environment. Providing access for people of all requirements.	Layout provides opportunities to improve safety and universal design 2	Layout provides opportunities to improve safety and universal design 2	Layout provides opportunities to improve safety and universal design 2	Layout provides opportunities to improve safety and universal design 2	Layout provides opportunities to improve safety and universal design 2	Layout provides opportunities to improve safety and universal design 2	Layout provides opportunities to improve safety and universal design 2	Layout provides opportunities to improve safety and universal design 2	Layout provides opportunities to improve safety and universal design 2	Layout provides opportunities to improve safety and universal design 2	Layout provides opportunities to improve safety and universal design 2
Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park.	Layout provides opportunities to enhance the area. Will significantly impact existing Pohutukawa. Retains outdoor dining area at Café Vista. -4	Layout provides opportunities to enhance the area. Will significantly impact existing Pohutukawa. Removes outdoor dining area at Café Vista. -5	Layout provides opportunities to enhance the area. Will significantly impact existing Pohutukawa. Restricts outdoor dining area at Café Vista (0.2m narrower) -4	Layout provides opportunities to enhance the area. Will significantly impact existing Pohutukawa. Retains outdoor dining area at Café Vista. -4	Layout provides opportunities to enhance the area. Will significantly impact existing Pohutukawa. Removes outdoor dining area at Café Vista. -5	Layout provides opportunities to enhance the area. Retains existing Pohutukawa. Removes outdoor dining area at Café Vista. -4	Layout provides opportunities to enhance the area. Retains existing Pohutukawa. Removes outdoor dining area at Café Vista. -4	Layout provides opportunities to enhance the area. Removes existing Pohutukawa. Retains outdoor dining area at Café Vista. -2	Layout provides opportunities to enhance the area. Removes existing Pohutukawa. Retains outdoor dining area at Café Vista. 0	Layout provides opportunities to enhance the area. Retains existing Pohutukawa. Removes outdoor dining area at Café Vista. 1	Layout provides opportunities to enhance the area. Retains existing Pohutukawa. Removes outdoor dining area at Café Vista. 1
Improve the level of service for pedestrians.	Slightly widens the north side footpath and removes bike conflicts. Widens the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings 3	Slightly widens the north side footpath and removes bike conflicts. Slightly widens the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings. Removal of flush median makes crossing harder 3	Slightly widens the north side footpath and removes bike conflicts. Widens the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings 3	Slightly widens the north side footpath and removes bike conflicts. Widens the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings 4	Widens the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings 2	Maintains the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings 4	Maintains the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings 4	Moderately widens the north side footpath. Removes bike conflicts on shared path. 3	Significantly widens the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings. 5	Maintains the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings 4	Maintains the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings 3

	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8	Option 9	Option 10	Option 11
Improve the level of service for pedestrians.	Slightly widens the north side footpath and removes bike conflicts. Widens the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings. 3.0	Slightly widens the north side footpath and removes bike conflicts. Slightly widens the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings. 3.0	Slightly widens the north side footpath and removes bike conflicts. Widens the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings. 2.9	Slightly widens the north side footpath and removes bike conflicts. Widens the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings. 3.8	Widens the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings. 2.4	Maintains the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings. 3.1	Maintains the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings. 3.1	Moderately widens the north side footpath. Removes bike conflicts on shared path. 3.1	Significantly widens the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings. 5	Maintains the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings. 3.1	Maintains the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings. 2.3
Substantially improve the level of service for cyclists.	Very good improvement for cyclists. Links well to adjacent shared areas on north side only. 2. Layout provides opportunities to 4.	Very good improvement for cyclists. Links well to adjacent shared areas on north side only. 2. Layout provides opportunities to 4.	Good improvement for cyclists. Links well to adjacent shared areas on north side only. 2. Layout provides opportunities to 2.	Good improvement for cyclists. Links well to adjacent shared areas on north side only. 2. Layout provides opportunities to 1.	Very good improvement for cyclists. Links well to adjacent shared areas on north side only. 2. Eliminates transition area conflicts. Opportunities to 3.	Very good improvement for cyclists. Links well to adjacent shared areas on north side only. 2. Layout provides opportunities to 4.	Very good improvement for cyclists. Links well to adjacent shared areas on north side only. 2. Layout provides opportunities to 4.	Very good improvement for cyclists. Links well to adjacent shared areas on north side only. 2. Layout provides opportunities to 3.	Very good improvement for cyclists. Links well to adjacent shared areas on north side only. 2. Layout provides opportunities to 4.	Very good improvement for cyclists. Links well to adjacent shared areas on north side only. 2. Layout provides opportunities to 4.	Very good improvement for cyclists. Links well to adjacent shared areas on north side only. 2. Layout provides opportunities to 3.
At least maintain the level of service for people using buses.	No change to area. Will through bus significantly services. 0	Peak period bus lanes. Will through bus significantly services. 5	No change to area. Will through bus significantly services. 0	No change to area. Will through bus significantly services. 0	No change to area. Will through bus significantly services. 5	Peak period bus lanes. Retains existing Pohutukawa. 5	Peak period bus lanes. Retains existing Pohutukawa. 5	No change to area. Removes existing through bus services Pohutukawa. 0	No change to area. Removes existing through bus services Pohutukawa. 0	No change to area. Removes existing through bus services Pohutukawa. 0	No change to area. Retains existing through bus services Pohutukawa. Removes 0
Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel.	Impact existing traffic lanes and flush median outdoor dining area at Café Vista. 0	Impact existing traffic lanes but removes the flush median outdoor dining area at Café Vista. 3	Impact existing traffic lanes and flush median outdoor dining area at Café Vista. 0	Impact existing traffic lanes and flush median outdoor dining area at Café Vista. 0	Impact existing traffic lanes but removes the flush median outdoor dining area at Café Vista. -1	Impact existing traffic lanes but removes the flush median outdoor dining area at Café Vista. -1	Impact existing traffic lanes but removes the flush median outdoor dining area at Café Vista. 0	Impact existing traffic lanes and flush median outdoor dining area at Café Vista. 0	Impact existing traffic lanes and flush median outdoor dining area at Café Vista. 0	Impact existing traffic lanes and flush median outdoor dining area at Café Vista. 0	Impact existing traffic lanes but removes the flush median outdoor dining area at Café Vista. -3
Increase traffic calming.	Slightly narrower 3.5m traffic lanes will have a minor calming effect. Slightly widens the north side footpath and 1	Slightly narrower 3.5m traffic lanes will have a moderate calming effect. Slightly widens the north side footpath and 3	Narrower 3.0m traffic lanes will have a moderate calming effect. Slightly widens the north side footpath and 3	Slightly narrower 3.5m traffic lanes will have a minor calming effect. Slightly widens the north side footpath and 1	Slightly narrower 3.5m traffic lanes will have a minor calming effect. Widens the north side footpath and removes bike conflicts. 1	Slightly narrower 3.3m traffic lanes will have a minor calming effect. Maintains the north side footpath and removes bike conflicts. 3	Slightly narrower 3.3m traffic lanes will have a minor calming effect. Maintains the north side footpath and removes bike conflicts. 3	Slightly narrower 3.5m traffic lanes will have a minor calming effect. Moderately widens the north side footpath. Removes 1	Slightly narrower 3.2m traffic lanes will have a minor calming effect. Significantly widens the north side footpath and 1	Slightly narrower 3.2m traffic lanes will have a minor calming effect. Maintains the north side footpath and removes bike conflicts. 1	Slightly narrower 3.3m and 3.7m traffic lanes will have a minor calming effect. Maintains the north side footpath and removes bike conflicts. 1
Maximise the value of on-street parking through design.	Maintains the south side layout. Significant north side parking loss mitigated through time restriction changes. 3.0	Maintains the south side layout. Slightly widens the south side footpath. Significant north side parking loss mitigated through time restriction changes. 3.0	Maintains the south side layout. Widens the south side footpath. Significant north side parking loss mitigated through time restriction changes. 2.9	Maintains the south side layout but reduces car parks for visibility at driveways. Significant north side parking loss mitigated through time restriction changes. 3.8	Maintains the south side layout but reduces car parks for visibility at driveways. Significant north side parking loss mitigated through time restriction changes. 2.4	Maintains the south side layout. Slight decrease in LoS at bus stops and pedestrian crossings. Significant north side parking loss mitigated through time restriction changes. 3.1	Maintains the south side layout. Slight decrease in LoS at bus stops and pedestrian crossings. Significant north side parking loss mitigated through time restriction changes. 3.1	Maintains the south side layout. Minimal north side parking loss due to new/relocated trees, can be mitigated through time restriction changes. -3.1	Maintains the south side layout. Significant north side parking loss mitigated through time restriction changes. -3	Maintains the south side layout. Significant north side parking loss mitigated through time restriction changes. 3.1	Maintains the existing parking layout. Slight decrease in LoS at bus stops and pedestrian crossings. 3
Substantially improve the level of service for cyclists.	Very good	Very good	Good	Good	Very good	Very good	Very good	Very good	Very good	Very good	Very good
Cost	improvement for cyclists. Links North and south sides can be developed independently. \$1,500,000	improvement for cyclists. Links North and south sides need to be developed concurrently. \$1,500,000	improvement for cyclists. Links North and south sides need to be developed concurrently. \$1,600,000	improvement for cyclists. Links North and south sides need to be developed concurrently. \$1,600,000	improvement for cyclists. Links North and south sides need to be developed concurrently. \$1,400,000	improvement for cyclists. Links well to adjacent shared areas on north side only. \$800,000	improvement for cyclists. Links well to adjacent shared areas on north side only. \$800,000	improvement for cyclists. Links well to adjacent shared areas on north side only. \$1,400,000	improvement for cyclists. Links well to adjacent shared areas on north side only. \$1,600,000	improvement for cyclists. Links well to adjacent shared areas on north side only. \$800,000	improvement for cyclists. Links well to adjacent shared areas on north side only. \$800,000
Staging	North and south sides can be developed independently	North and south sides need to be developed concurrently	North and south sides need to be developed concurrently	North and south sides need to be developed concurrently	North and south sides need to be developed concurrently	North and south sides need to be developed concurrently	North and south sides need to be developed concurrently	Changes on the north side only. Staging needed	Changes on the north side only. Staging needed	Changes on the north side only. Staging needed	Changes on the north side only. Staging needed
At least maintain the level of service for people using buses.	No change to through bus services. 0	Peak period bus lanes. 5	No change to through bus services. 0	No change to through bus services. 0	No change to through bus services. 0	Peak period bus lanes. 5	Peak period bus lanes. 5	No change to through bus services. 0	No change to through bus services. 0	No change to through bus services. 0	No change to through bus services. 0

MCA Assessment of Long List (continued)

Oriental Bay Cycle Connection - Option Ranking													
	Objectives	Working group weighting	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 6.1	Option 7	Option 8	Option 9	Option 10
			5m footpath on both sides, two-way cycleway on north side	5m footpath on northside, 3m footpath on southside, two-way cycleway on north side and peak-hour bus lanes	5m footpath on northside, 4.5m footpath on southside, one-way bike lanes on each side	5m footpath on both sides, two-way cycleway on south side	5m footpath on northside, two-way cycleway on north side and one-way bike lane on south side	Existing footpaths, two-way cycleway on north side and peak-hour bus lanes. With Sharrows	Existing footpaths, two-way cycleway on north side and peak-hour bus lanes. Without Sharrows. 30km/h speed limit	6.6m wide footpath on northside, two-way cycleway on northside with trees amongst angle parking	10m wide footpath on north side, two-way cyclelane on north side, trees on 2.4m wide lane separator	Existing footpaths, two-way cycleway on north side	Existing footpaths, two-way cycleway on north side, angle parking, no median
	Create a safe, universal design environment. Providing access for people of all requirements.	0%	2	2	2	2	2	2	2	2	2	2	2
Place	Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park.	350%	-4	-5	-4	-4	-5	-4	-4	-2	0	1	1
Pedestrian	Improve the level of service for pedestrians.	350%	3	3	3	4	2	4	4	3	5	4	3
Cycle	Substantially improve the level of service for cyclists.	350%	4	4	2	1	5	4	4	3	4	4	3
Public Transport	At least maintain the level of service for people using buses.	0%	0	5	0	0	0	5	5	0	0	0	0
Cars	Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel.	300%	0	-3	0	0	0	-1	-1	0	0	0	-3
Traffic Calming	Increase traffic calming.	400%	1	3	3	1	1	1	3	1	1	1	1
Parking	Maximise the value of on-street parking through design.	200%	-3	-4	-3	-3	-3	-4	-4	-1	-3	-3	0
	<b>Total score working group weighting</b>		<b>7</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>15</b>	<b>15</b>	<b>30</b>	<b>28</b>	<b>18</b>
	<b>Rank working group weighting</b>		<b>8</b>	<b>10</b>	<b>6</b>	<b>11</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>3</b>



**5.3.4 Short Listed Treatment Options**

Based on the agreed scores and weightings for each key objective and each option, a ranking was then calculated using Excel spreadsheet. The top five options were: Option 8, Option 9, Option 10 and lastly Options 7 & 6.1.

Option 6.1 was subsequently removed as further bus priority analysis has confirmed that there are insufficient delayed trips to justify inbound or outbound bus priority lanes. Below is a summary of this assessment. Note that a “2x average journey time” has been used as the delay threshold. There were a total number of 1241 inbound bus trips and 1350 outbound bus trips recorded in February 2017.

Inbound:

Significantly delayed bus trips	AM weekday (7-9am)	PM weekday (4-6pm)	weekend	other weekday	Feb total	% Feb trips
Number of delayed bus trips	27	44	2	3	76	6%
Average journey time (mins)	5.07	6.87	4.76	4.51		
Maximum journey time (mins)	8.03	14.97	5.72	4.85		
Average number of bus trips per day >3.6 min	1.4	2.2	0.3	0.2		

Outbound:

Significantly delayed bus trips	AM weekday (7-9am)	PM weekday (4-6pm)	weekend	other weekday	Feb total	% Feb trips
Number of delayed bus trips	0	53	21	23	97	7%
Average journey time (mins)		5.08	5.57	5.31		
Maximum journey time (mins)		7.35	7.93	9.5		
Average number of bus trips per day >4 min		2.7	2.6	1.2		

The **final short listed** treatment options were:

Option 8: 10m wide footpath, two-way cycle lane, trees on 2.4m wide lane separator, no change to southern kerb line.



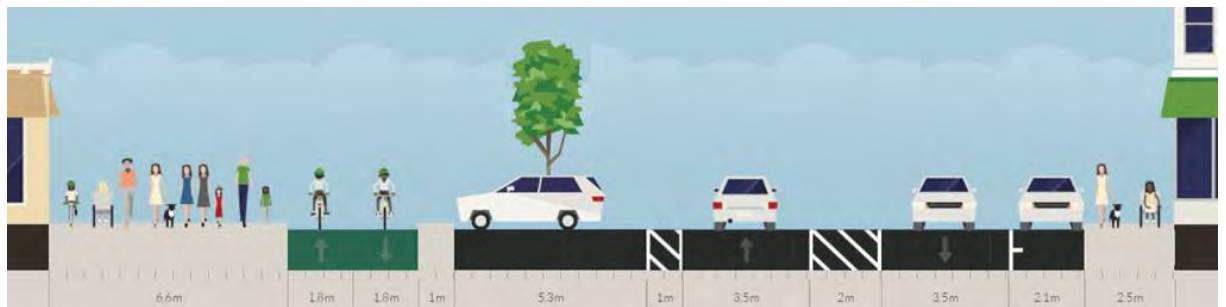
Option 9: Existing footpaths, two-way cycleway on north side, parallel parking, maintain flush median.



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



Option 7: 6.6m wide footpath on north side, two-way cycleway on north side with trees among angle parking



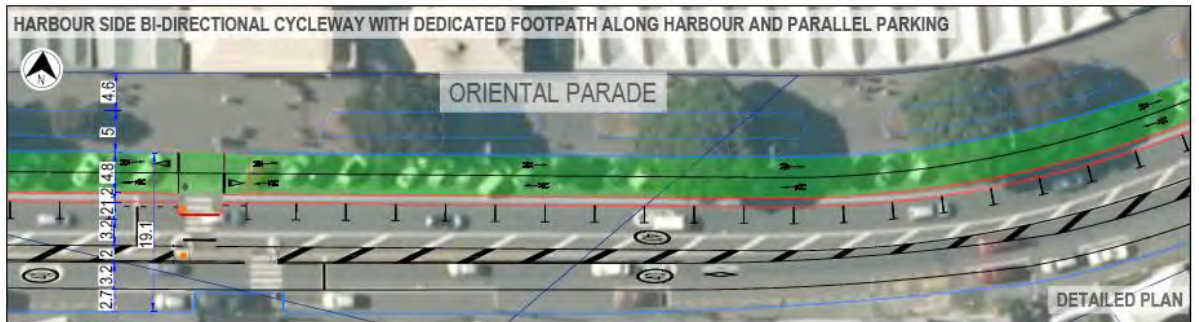
### 5.3.5 Preferred Options for Public Consultation

The working group at workshop #5 selected **Option 9** and **Option 7** as their first and second preferred options for WCC to put forward for public consultation.

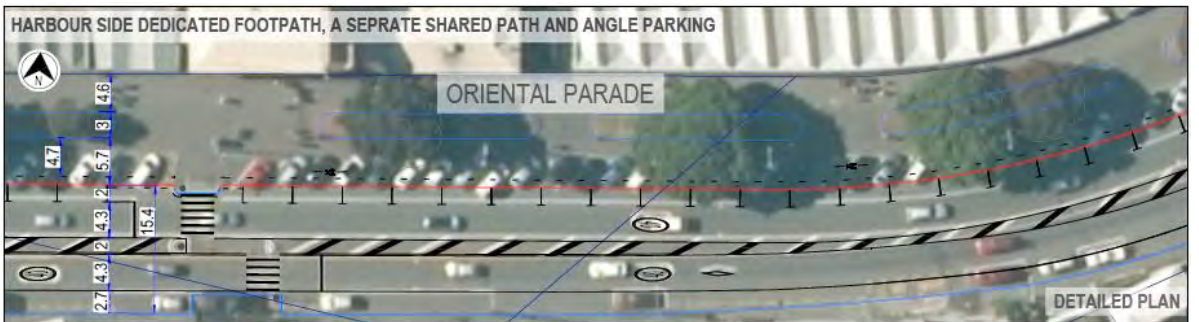
WCC internal planners from Parks and Recreations department have raised concerns over Option 7 and have advised that special approval is required to initiate a public consultation on a treatment option that involves the removal or relocation of Pohutukawa. Option 7 was subsequently discounted.

In preparation for the final workshop (#6) before the public consultation, the design team developed a variant to Option 9 and added two angle car park options at the request of Oriental Bay Residents' Association. Overall, four options (renamed as Options A, B, C and D) were presented at workshop #6. They included:

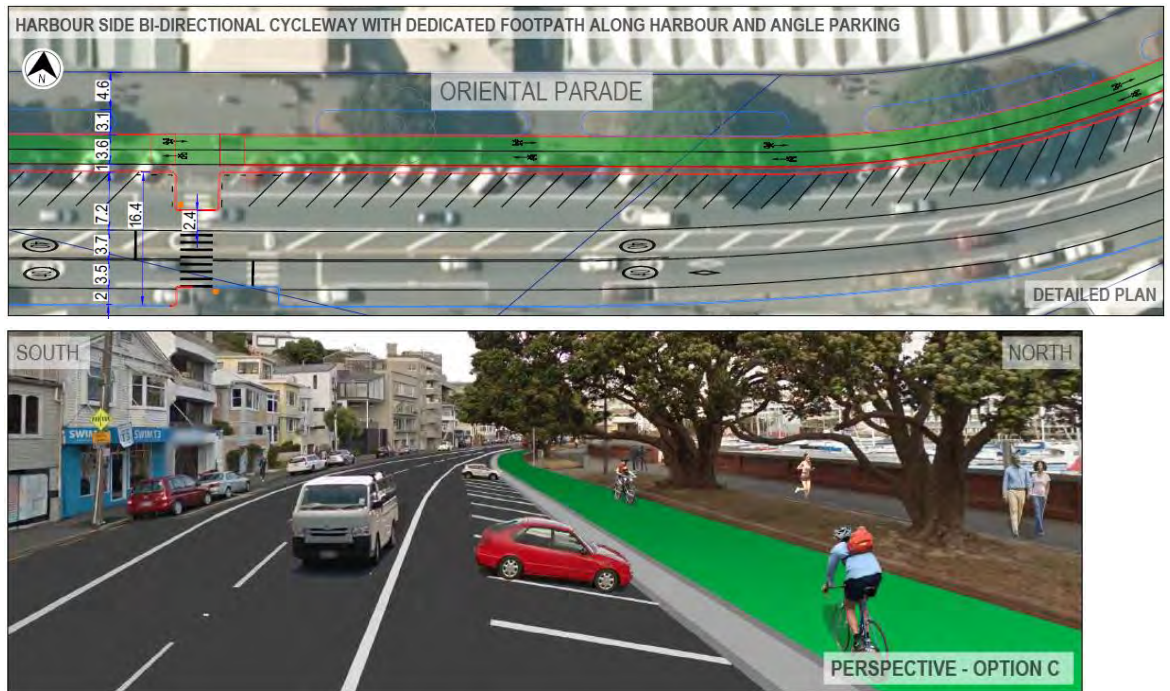
- Option A: Harbour side bi-directional cycleway with dedicated footpath along harbour and parallel parking



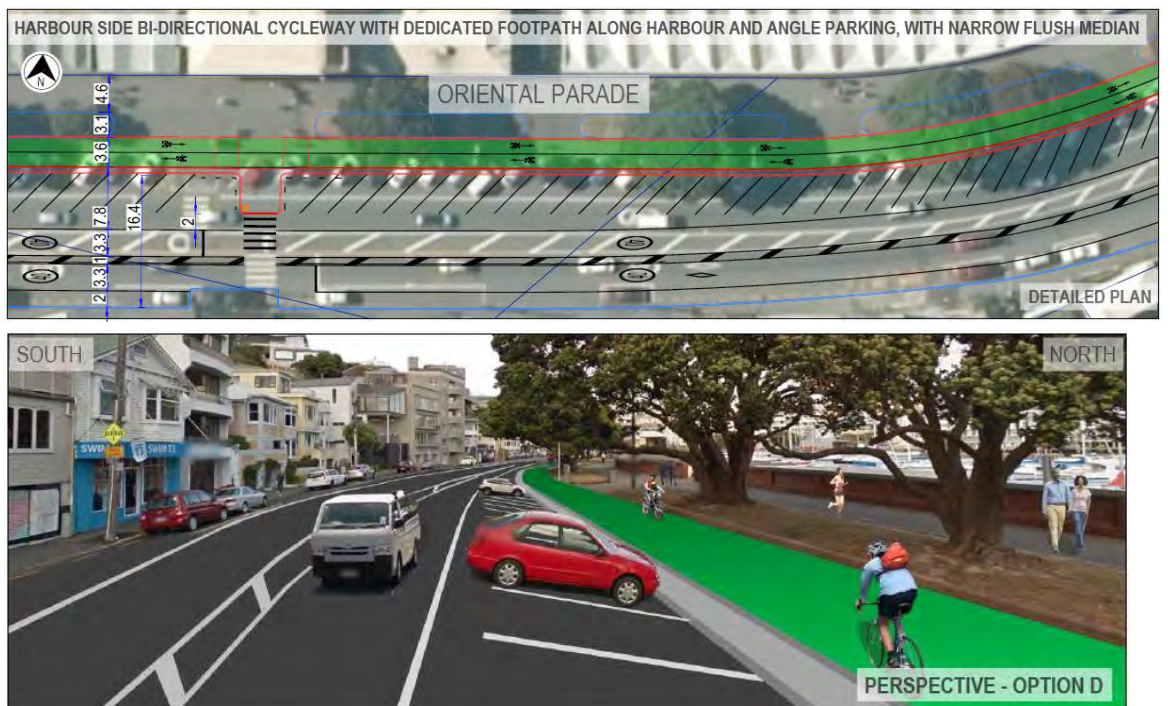
- Option B: Harbour side dedicated footpath, a separate shared path and angle parking



- Option C: Harbour side bi-directional cycleway with dedicated footpath along harbour and angle parking

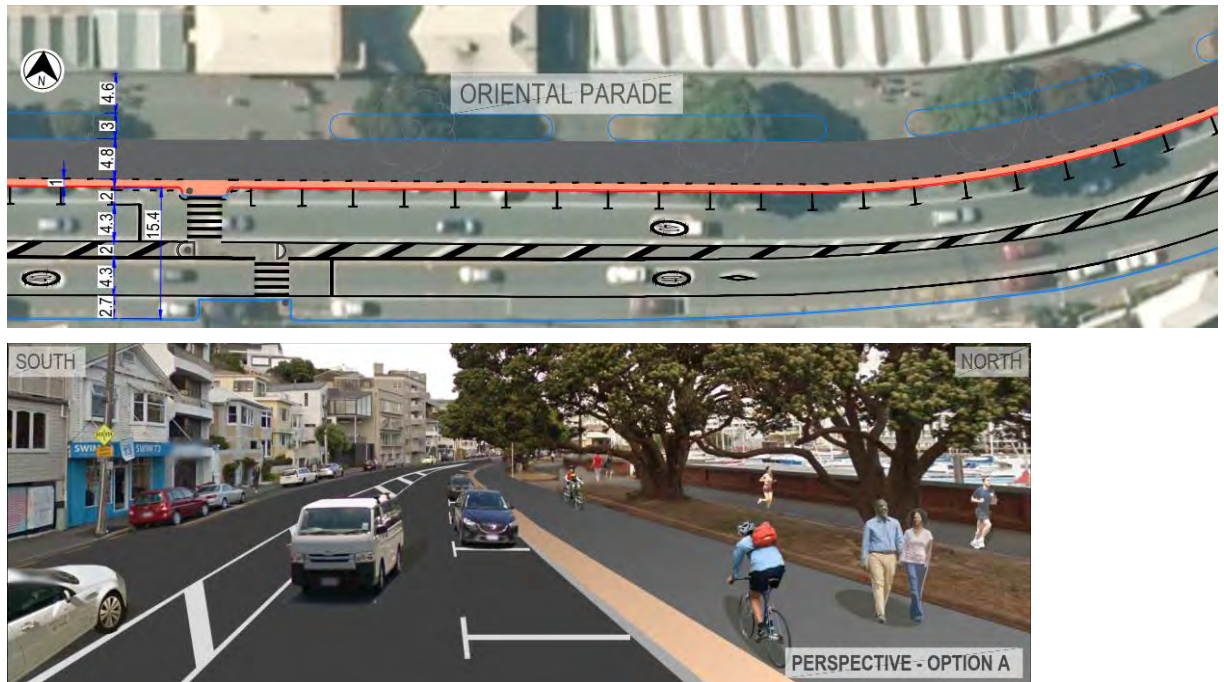


- Option D: Harbour side bi-directional cycleway with dedicated footpath along harbour and angle parking, with narrow flush median



At workshop #6, the attendees reviewed all four design options. Pros and cons of each option were discussed. Based on the feedback from this final workshop, two options were recommended for public consultation commencing at the end of October 2017. These two options are:

- (New) Option A: A dedicated footpath, a 4.8m wide shared path, parallel car parks and little change to the existing traffic lanes and flush median.



- (New) Option B: A dedicated footpath, a 3.6m wide shared path, angle car parks and narrower traffic lanes with a narrow flush median.



The main reason that a shared path was chosen over a dedicated two-way cycle facility in both options was pedestrian safety. Although a 0.8m to 1.0m buffer area had been proposed, it was considered that a shared path layout would be safer as a considerable amount of people crossing Oriental Parade or parking their cars along the path would otherwise need to cross the busy cycle lanes. A shared path will also help lower the speed of the people using bikes through this section of Oriental Parade. The concept plans for the two options are provided in Appendix C.

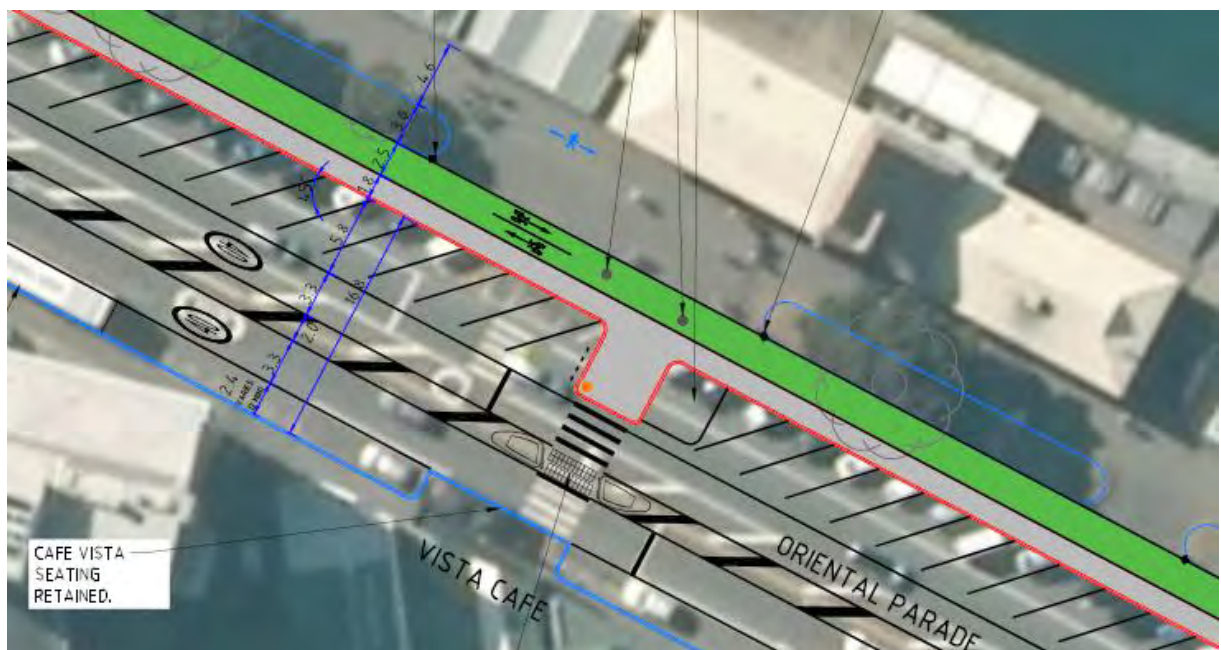
**5.3.6 Public Consultation Outcome and Final Concept Design**

Three main themes were identified from the feedback received during the public consultation and the open day held outside Royal Port Nicholson Yacht Club in October and November of 2017:

- People favoured retaining all the angle carparks over converting them to parallel parking;
- A dedicated cycle path is favoured over a shared path;
- People considered flush median useful at this location and wanted it to be maintained where possible.

Following the consultation, the option which retains angle carparks was modified to incorporate the changes suggested in the consultation feedback, balancing the varying needs of everyone who uses this area. The final design includes the following changes:

- The existing 4.5m-wide shared path would become a designated footpath on the seaward side of the trees.
- There would be a two-way 2.5m-wide bike path between the parking and pohutukawa trees, with a 1.8m-wide designated footpath between the parking and bike path.
- Overall, the amount of parking would increase from 61 spaces to 64 spaces. Fifty-eight would be angle car parks, with 6 new parallel car parks replacing the bus stop near Herd Street.
- The bus stop near Herd Street would be removed on the advice of Greater Wellington Regional Council (there are outbound bus stops nearby at Waitangi Park and Freyberg Pool).
- The 3 existing mobility parks at Freyberg Pool would be retained.
- The kerb would be moved out into the road to make room for the bike path and new footpath.
- Traffic lanes would be narrowed (from 4 –4.2m to 3.3m).
- The painted median strip would be narrowed (2.2m to 2m).
- There would be new motorbike parking near Royal Port Nicholson Yacht Club.
- Parking time limits would remain unchanged.
- The pedestrian crossing near the yacht club would be redesigned to go straight across the road, with a central island, no barriers and a kerb extension on the seaward side.





The final concept plans are provided in Appendix D.

## 6 Safety Audit

*A safety audit of the preferred options has not currently been undertaken. This section is to be completed in later versions of this report.*



## 7 Next Steps

The final concept design incorporates feedback from extensive community engagement, transport engineering and landscape and urban design practice, best practice guidelines, and council strategies, including the Urban Growth Plan, Cycling Master Plan and Framework, and Long Term Plan.

A traffic resolution report has been prepared based on the final option. It will be advertised in February 2018. Public feedback on this design option will be sought during this period. WCC (Mayor and Councillors) will consider the consultation feedback along with engineering advice, best practice guidelines, budgetary implications, and council strategy when confirming their preference in the April 2018 round of City Strategy Committee meeting. WCC will agree on the preferred option with the intention for implementation in late 2018.

## **Appendix A** – Aerial Photographs of Site



## A.1 Aerial 1

Left to right: Herd St/ Oriental Parade intersection; Oriental Parade; Freyberg pool.



## A.2 Aerial 2

Left to right: Waitangi Park; Herd Street/Oriental Parade Intersection; Oriental Parade towards Freyberg Pool.



## A.3 Aerial 3

Left to right: Oriental Parade towards Waitangi Park; Freyberg Pool; Freyberg carpark; Oriental Parade towards Point Jerningham.



# **Appendix B** – Long List Treatment Options Assessment

### Option 1 --- 5m footpath on both sides, two-way cycleway on north side



Objectives	Assessment	Score
Create a safe, universal design environment. Providing access for people of all requirements	Layout provides opportunities to improve safety and universal design	2
Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park	Layout provides opportunities to enhance the area. May impact existing Pohutukawa. Retains outdoor dining area at Café Vista.	-4
Improve the level of service for pedestrians	Widens the north side footpath and remove bike conflicts. Widens the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings	3
Substantially improve the level of service for cyclists	Very good improvement for cyclists. Links well to adjacent shared areas	4
At least maintain the level of service for people using buses	No change to through bus services	0
Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel	Maintains two traffic lanes and flush median	0
Increase traffic calming	Slightly narrower 3.5m traffic lanes will have a minor calming effect. Volume not affected.	1
Maximise the value of on-street parking through design	Maintains the south side layout. Significant north side parking loss mitigated through time restriction changes	-3
Cost	\$1,200,000	N/A
Staging	North and south sides can be developed independently	N/A

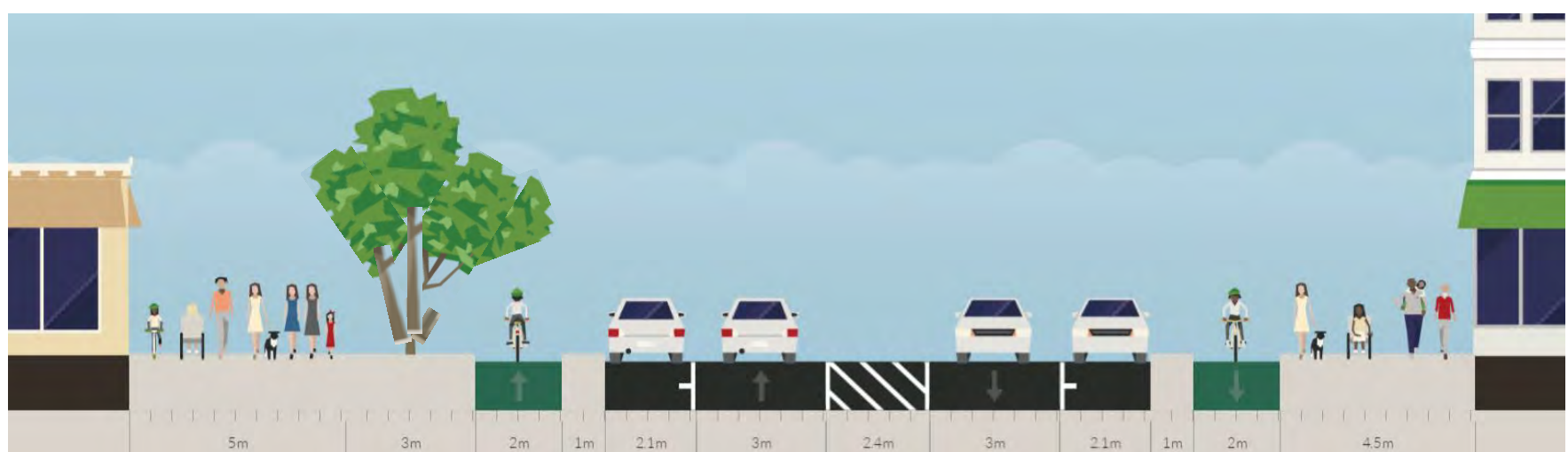
## Option 2 --- 5m footpath on north side, 3m footpath on south side, two-way cycleway on north side and peak-hour bus lanes



Objectives	Assessment	Score
Create a safe, universal design environment. Providing access for people of all requirements	Layout provides opportunities to improve safety and universal design	2
Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park	Layout provides opportunities to enhance the area. May impact existing Pohutukawa. Removes outdoor dining area at Café Vista.	-5
Improve the level of service for pedestrians	Widens the north side footpath and remove bike conflicts. Slightly widens the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings. Removal of flush median makes crossing harder	3
Substantially improve the level of service for cyclists	Very good improvement for cyclists. Links well to adjacent shared areas	4
At least maintain the level of service for people using buses	Peak period bus lanes	5
Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel	Maintains two traffic lanes but removes the flush median	-3
Increase traffic calming	Slightly narrower 3.5m traffic lanes with 30km/h will have a moderate calming effect. Volume not affected.	3
Maximise the value of on-street parking through design	Maintains the south side layout outside peak periods. Significant north side parking loss mitigated through time restriction changes outside peak periods.	-4
Cost	\$1,100,000	N/A
Staging	North and south sides need to be developed concurrently	N/A

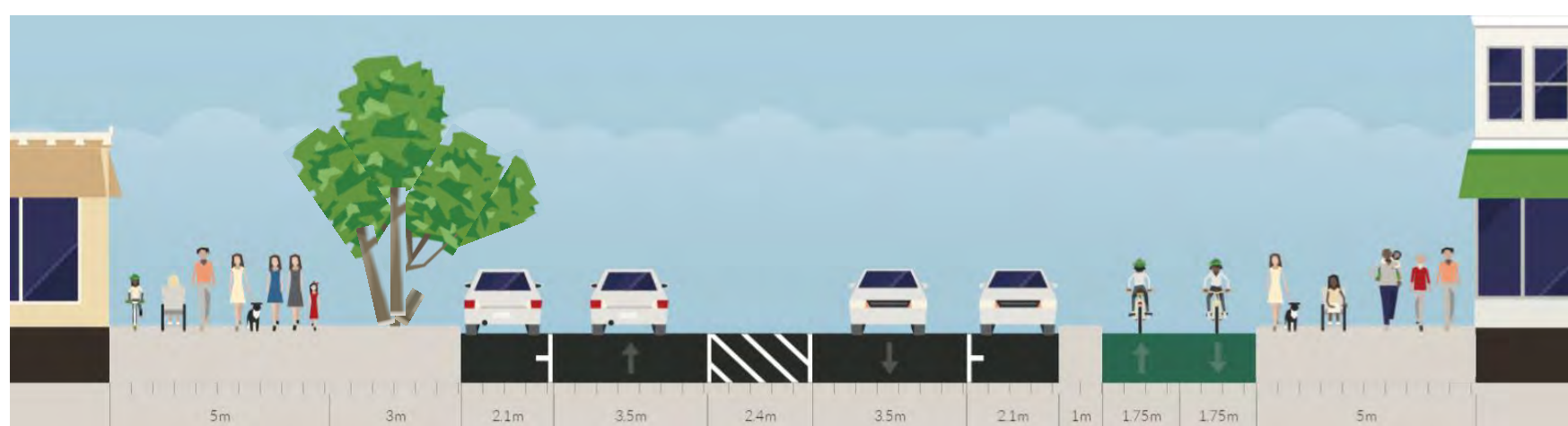


**Option 3 --- 5m footpath on north side, 4.5m footpath on south side, one-way bike lanes on each side**



Objectives	Assessment	Score
Create a safe, universal design environment. Providing access for people of all requirements	Layout provides opportunities to improve safety and universal design	2
Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park	Layout provides opportunities to enhance the area. May impact existing Pohutukawa. Restricts outdoor dining area at Café Vista (0.2m narrower)	-4
Improve the level of service for pedestrians	Widens the north side footpath and remove bike conflicts. Widens the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings	3
Substantially improve the level of service for cyclists	Good improvement for cyclists but delays at transition areas. Restricts space for overtaking.	2
At least maintain the level of service for people using buses	No change to through bus services	0
Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel	Maintains two traffic lanes and flush median	0
Increase traffic calming	Narrower 3.0m traffic lanes will have a moderate calming effect. Volume not affected.	3
Maximise the value of on-street parking through design	Maintains the south side layout. Significant north side parking loss mitigated through time restriction changes.	-3
Cost	\$1,300,000	N/A
Staging	North and south sides need to be developed concurrently	N/A

### Option 4 --- 5m footpath on both sides, two-way cycleway on south side



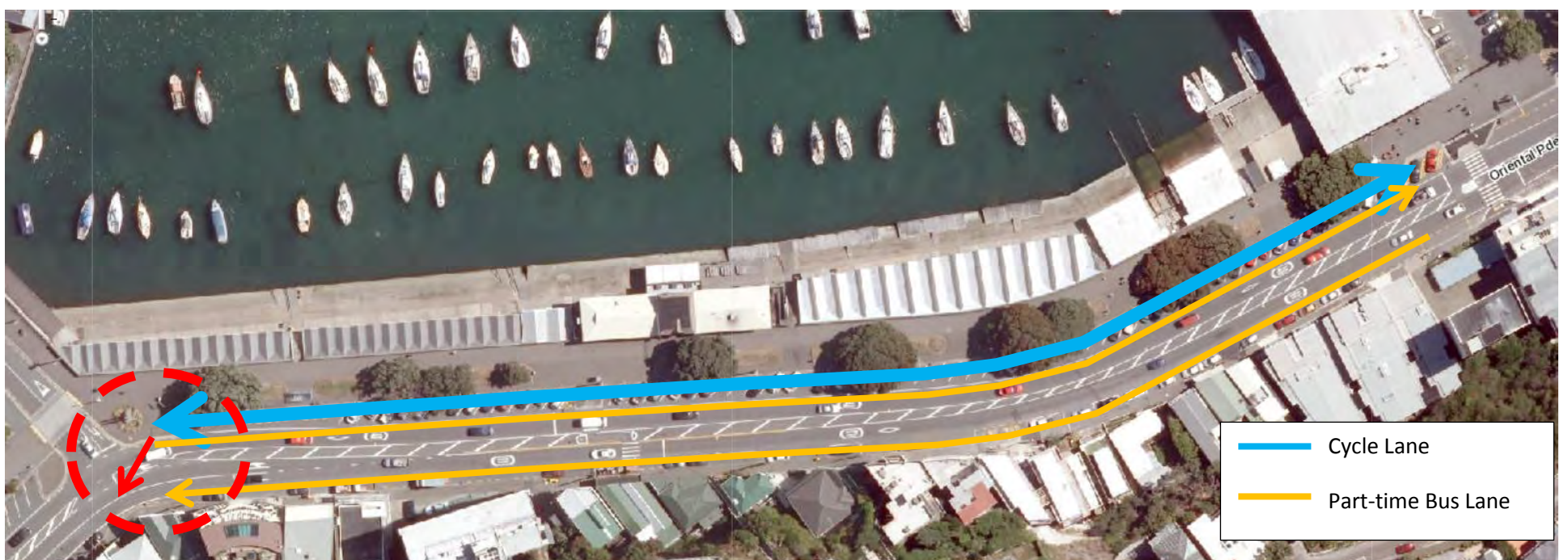
Objectives	Assessment	Score
Create a safe, universal design environment. Providing access for people of all requirements	Layout provides opportunities to improve safety and universal design	2
Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park	Layout provides opportunities to enhance the area. May impact existing Pohutukawa. Retains outdoor dining area at Café Vista.	-4
Improve the level of service for pedestrians	Widens the north side footpath and remove bike conflicts. Widens the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings	4
Substantially improve the level of service for cyclists	Good improvement for cyclists but delays at transition areas	1
At least maintain the level of service for people using buses	No change to through bus services	0
Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel	Maintains two traffic lanes and flush median	0
Increase traffic calming	Slightly narrower 3.5m traffic lanes will have a minor calming effect. Volume not affected.	1
Maximise the value of on-street parking through design	Maintains the south side layout but reduces car parks for visibility at driveways. Significant north side parking loss mitigated through time restriction changes.	-3
Cost	\$1,200,000	N/A
Staging	North and south sides need to be developed concurrently	N/A

### Option 5 --- 5m footpath on north side, two-way cycleway on north side and one-way bike lane on south side



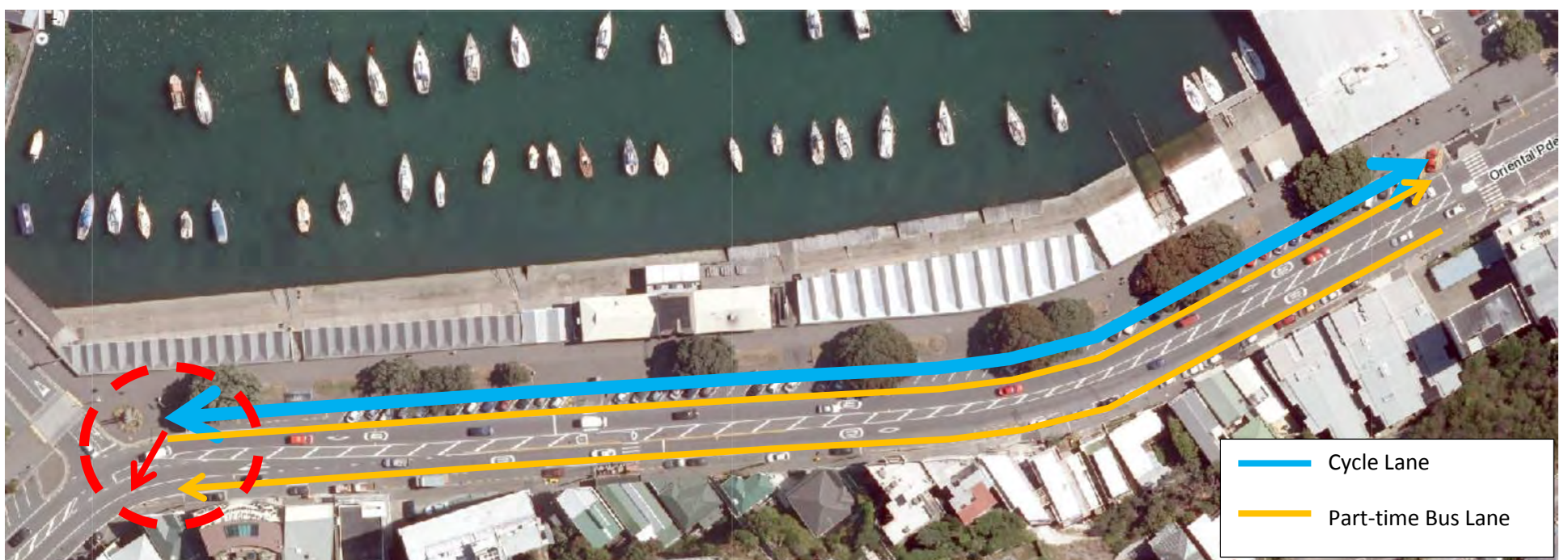
Objectives	Assessment	Score
Create a safe, universal design environment. Providing access for people of all requirements	Layout provides opportunities to improve safety and universal design	2
Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park	Layout provides opportunities to enhance the area. May impact existing Pohutukawa. Removes outdoor dining area at Café Vista.	-5
Improve the level of service for pedestrians	Widens the north side footpath and remove bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings	2
Substantially improve the level of service for cyclists	Very good improvement for cyclists. Links well to adjacent shared areas. Eliminates transition area conflicts	5
At least maintain the level of service for people using buses	No change to through bus services	0
Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel	Maintains two traffic lanes and flush median	0
Increase traffic calming	Slightly narrower 3.5m traffic lanes will have a minor calming effect. Volume not affected.	1
Maximise the value of on-street parking through design	Maintains the south side layout but reduces car parks for visibility at driveways. Significant north side parking loss mitigated through time restriction changes.	-3
Cost	\$1,000,000	N/A
Staging	North and south sides need to be developed concurrently	N/A

## Option 6 --- Existing footpaths, two-way cycleway on north side and peak-hour bus lanes



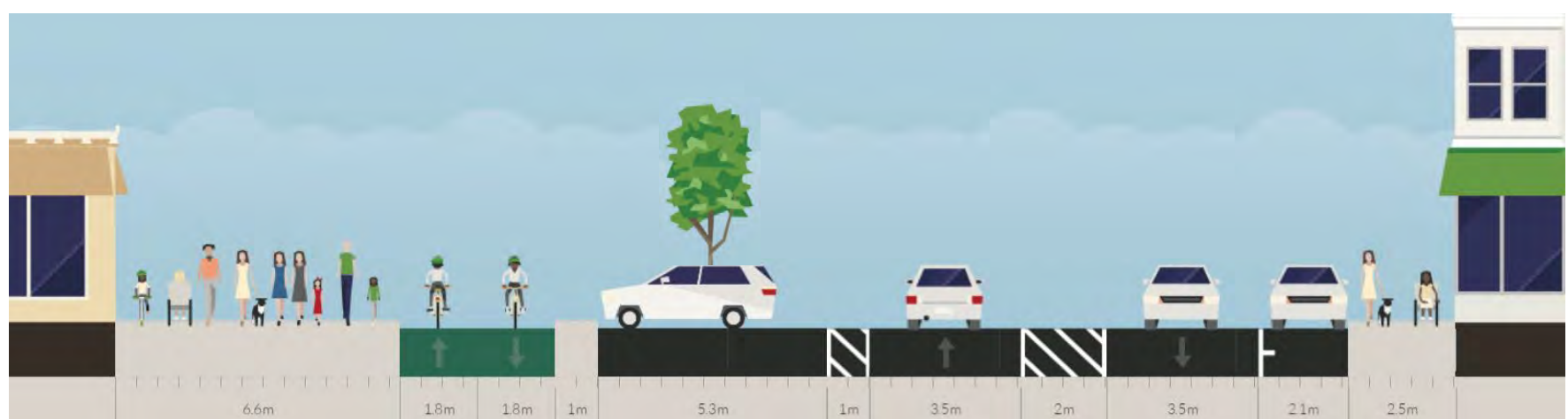
Objectives	Assessment	Score
Create a safe, universal design environment. Providing access for people of all requirements	Layout provides opportunities to improve safety and universal design	2
Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park	Layout provides opportunities to enhance the area. Retains existing Pohutukawa. Removes outdoor dining area at Café Vista	-4
Improve the level of service for pedestrians	Maintains the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings	4
Substantially improve the level of service for cyclists	Very good improvement for cyclists. Links well to adjacent shared areas on north side only	4
At least maintain the level of service for people using buses	Peak period bus lanes	5
Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel	Maintains two traffic lanes but removes the flush median	-1
Increase traffic calming	Slightly narrower 3.3m traffic lanes will have a minor calming effect	1
Maximise the value of on-street parking through design	Maintains the south side layout outside peak periods. Significant north side parking loss mitigated through time restriction changes outside peak periods	-4
Cost	\$800,000	N/A
Staging	North and south sides need to be developed concurrently	N/A

**Option 6.1 --- Existing footpaths, two-way cycleway on north side and peak-hour bus lanes. No Sharrow marking. Introduce 30km/h speed limit**



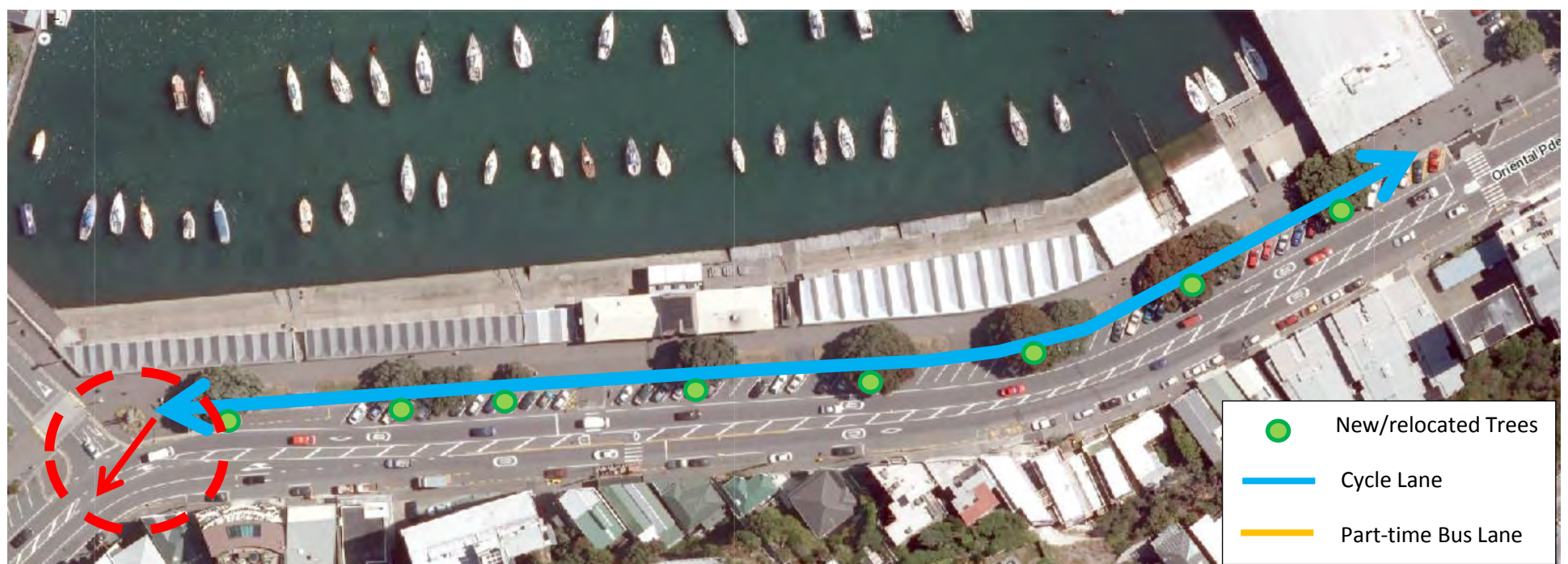
Objectives	Assessment	Score
Create a safe, universal design environment. Providing access for people of all requirements	Layout provides opportunities to improve safety and universal design	2
Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park	Layout provides opportunities to enhance the area. Retains existing Pohutukawa. Removes outdoor dining area at Café Vista	-4
Improve the level of service for pedestrians	Maintains the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in level of service at bus stops and pedestrian crossings	4
Substantially improve the level of service for cyclists	Very good improvement for cyclists. Links well to adjacent shared areas on north side only	4
At least maintain the level of service for people using buses	Peak period bus lanes	5
Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel	Maintains two traffic lanes but removes the flush median	-1
Increase traffic calming	Slightly narrower 3.3m traffic lanes will have a minor calming effect	3
Maximise the value of on-street parking through design	Maintains the south side layout outside peak periods. Significant north side parking loss mitigated through time restriction changes outside peak periods	-4
Cost	\$800,000	N/A
Staging	North and south sides need to be developed concurrently	N/A

### Option 7 --- 6.6m wide footpath on north side, two-way cycleway on north side with trees among angle parking



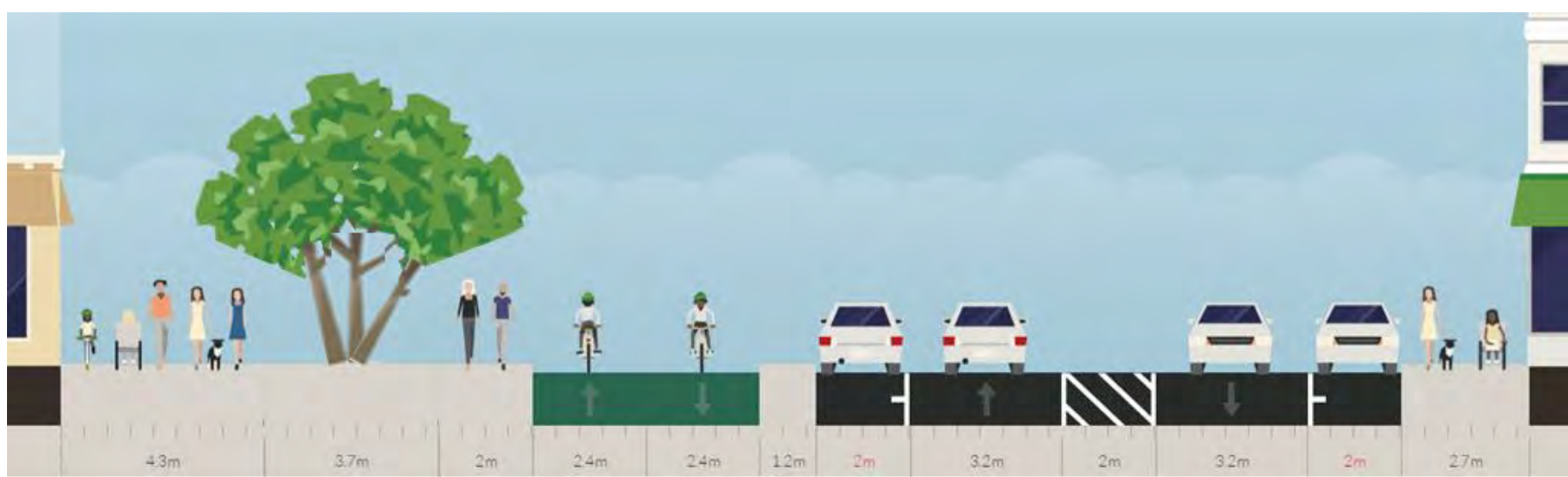
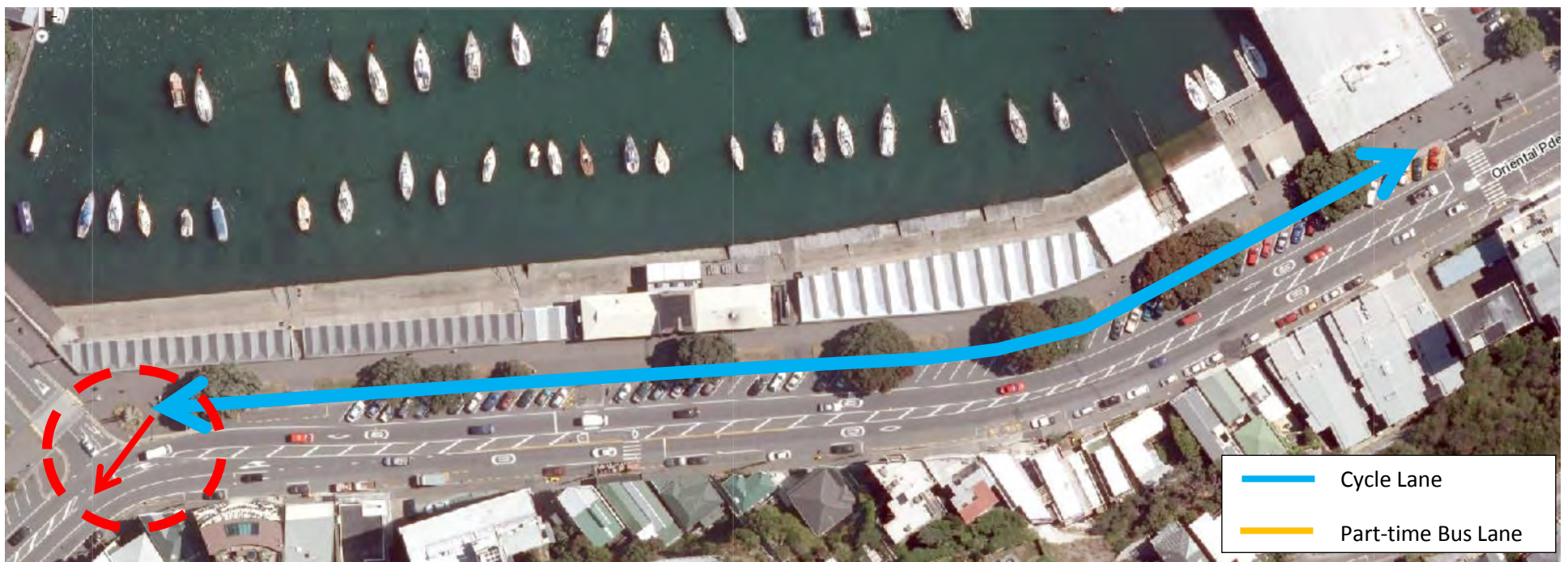
Objectives	Assessment	Score
Create a safe, universal design environment. Providing access for people of all requirements	Layout provides opportunities to improve safety and universal design	2
Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park	Layout provides opportunities to enhance the area. Removes existing Pohutukawa. Retains outdoor dining area at Café Vista	-2
Improve the level of service for pedestrians	Moderately widens the north side footpath. Removes bike conflicts on shared path	3
Substantially improve the level of service for cyclists	Very good improvement for cyclists. Links well to adjacent shared areas on north side only	3
At least maintain the level of service for people using buses	No change to through bus services	0
Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel	Maintains two traffic lanes and flush median	0
Increase traffic calming	Slightly narrower 3.5m traffic lanes will have a minor calming effect	1
Maximise the value of on-street parking through design	Maintains the south side layout. Minimal north side parking loss due to new/relocated trees, can be mitigated through time restriction changes	-1
Cost	\$1,400,000	N/A
Staging	Changes on the north side only. No staging needed	N/A

### Option 8 --- 10m wide footpath, two-way cycle lane, trees on 2.4m wide lane separator, no change to southern kerb line



Objectives	Assessment	Score
Create a safe, universal design environment. Providing access for people of all requirements	Layout provides opportunities to improve safety and universal design	2
Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park	Layout provides opportunities to enhance the area. Removes existing Pohutukawa. Retains outdoor dining area at Café Vista.	0
Improve the level of service for pedestrians	Significantly widens the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in level of service at bus stops and pedestrian crossings	5
Substantially improve the level of service for cyclists	Very good improvement for cyclists. Links well to adjacent shared areas on north side only	4
At least maintain the level of service for people using buses	No change to through bus services	0
Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel	Maintains two traffic lanes and flush median	0
Increase traffic calming	Slightly narrower 3.2m traffic lanes will have a minor calming effect	1
Maximise the value of on-street parking through design	Maintains the south side layout. Significant north side parking loss mitigated through time restriction changes	-3
Cost	\$1,600,000	N/A
Staging	Changes on the north side only. No staging needed	N/A

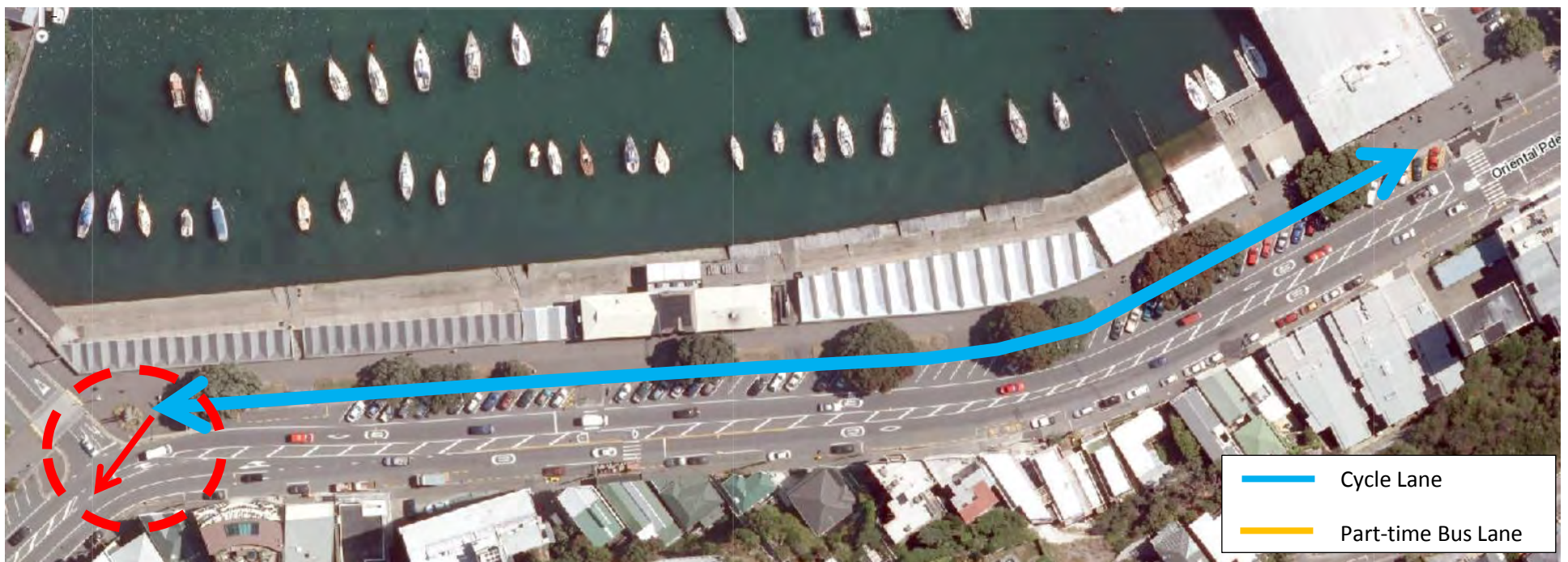
### Option 9 --- Existing footpaths, two-way cycleway on north side, parallel parking, maintain flush median



Objectives	Assessment	Score
Create a safe, universal design environment. Providing access for people of all requirements	Layout provides opportunities to improve safety and universal design	2
Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park	Layout provides opportunities to enhance the area. Retains existing Pohutukawa. Removes outdoor dining area at Café Vista	1
Improve the level of service for pedestrians	Maintains the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings	4
Substantially improve the level of service for cyclists	Very good improvement for cyclists. Links well to adjacent shared areas on north side only	4
At least maintain the level of service for people using buses	No change to through bus services	0
Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel	Maintains two traffic lanes and flush median	0
Increase traffic calming	Slightly narrower 3.5m traffic lanes will have a minor calming effect	1
Maximise the value of on-street parking through design	Maintains the south side layout. Significant north side parking loss mitigated through time restriction changes	-3
Cost	\$800,000	N/A
Staging	Changes on the north side only. No staging needed	N/A

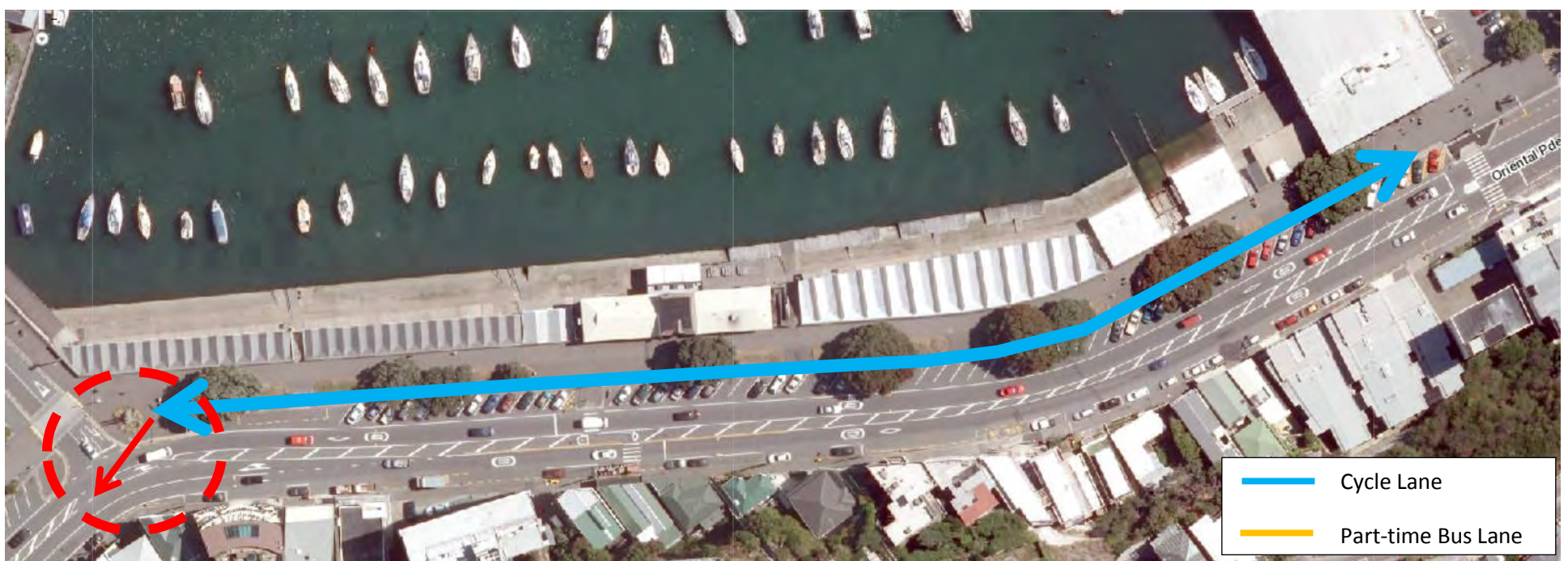


### Option 9.1 --- Existing footpaths, widened footpath as shared path, parallel parking, maintain flush median



Objectives	Assessment	Score
Create a safe, universal design environment. Providing access for people of all requirements	Layout provides opportunities to improve safety and universal design	-
Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park	Layout provides opportunities to enhance the area. Retains existing Pohutukawa. Removes outdoor dining area at Café Vista	-
Improve the level of service for pedestrians	Maintains the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings	-
Substantially improve the level of service for cyclists	Very good improvement for cyclists. Links well to adjacent shared areas on north side only	-
At least maintain the level of service for people using buses	No change to through bus services	-
Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel	Maintains two traffic lanes and flush median	-
Increase traffic calming	Slightly narrower 3.5m traffic lanes will have a minor calming effect	-
Maximise the value of on-street parking through design	Maintains the south side layout. Significant north side parking loss mitigated through time restriction changes	-
Cost	\$800,000	-
Staging	Changes on the north side only. No staging needed	-

**Option 10 --- Existing footpaths, two-way cycleway on north side, angle parking on north side, parallel parking on south side, no flush median**



Objectives	Assessment	Score
Create a safe, universal design environment. Providing access for people of all requirements	Layout provides opportunities to improve safety and universal design	2
Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park	Layout provides opportunities to enhance the area. Retains existing Pohutukawa. Removes outdoor dining area at Café Vista	1
Improve the level of service for pedestrians	Maintains the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in level of service at bus stops and pedestrian crossings	3
Substantially improve the level of service for cyclists	Very good improvement for cyclists. Links well to adjacent shared areas on north side only	3
At least maintain the level of service for people using buses	No change to through bus services	0
Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel	Maintains two traffic lanes but removes flush median	-3
Increase traffic calming	Slightly narrower 3.3m and 3.7m traffic lanes will have a minor calming effect	1
Maximise the value of on-street parking through design	Maintains the existing parking layout	0
Cost	\$800,000	N/A
Staging	Changes on the north side only. No staging needed	N/A

## **Appendix C** – Concept Design Options A & B

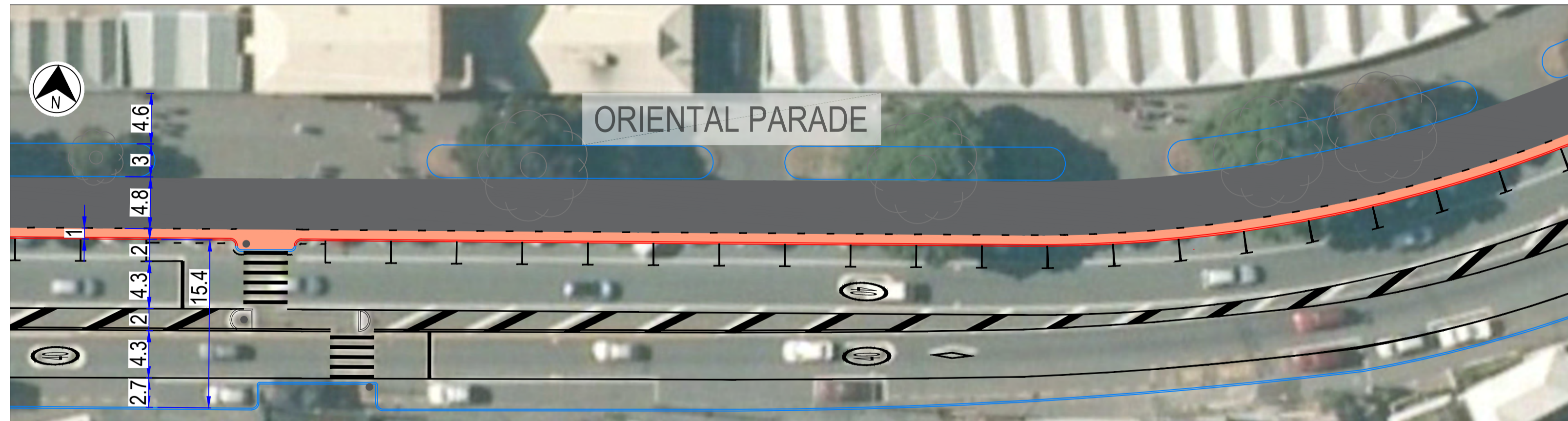
# ORIENTAL PARADE

## HERD STREET TO FREYBERG POOL

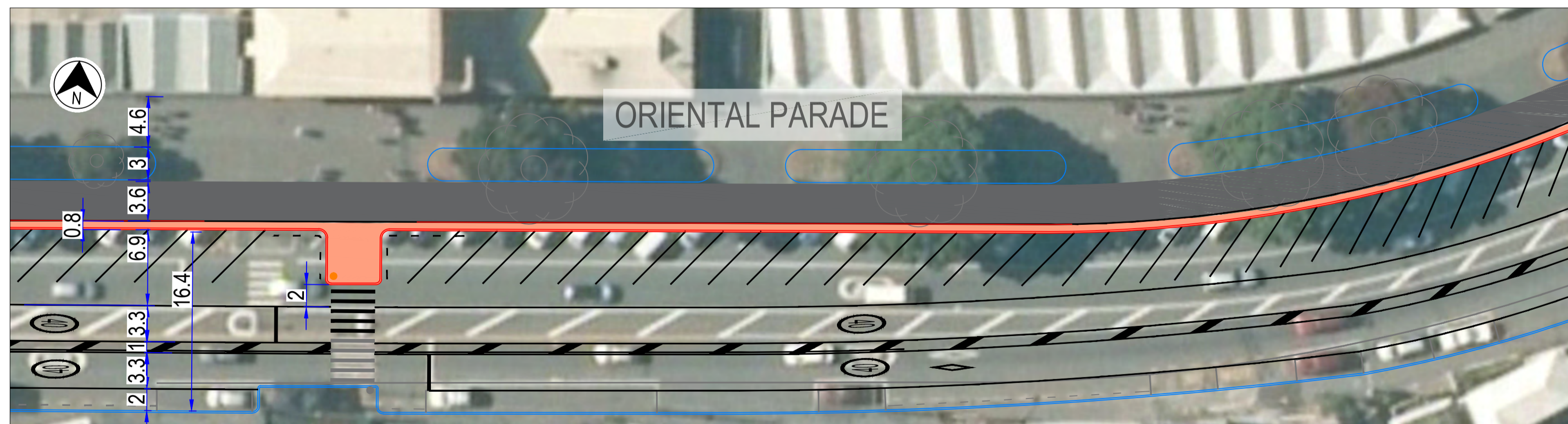
EXISTING ROAD LAYOUT



OPTION A



OPTION B



# ORIENTAL PARADE

## HERD ST TO FREYBERG POOL

### OPTION A OVERVIEW



# ORIENTAL PARADE

## HERD ST TO FREYBERG POOL

### OPTION A SECTION 1 of 3



# ORIENTAL PARADE

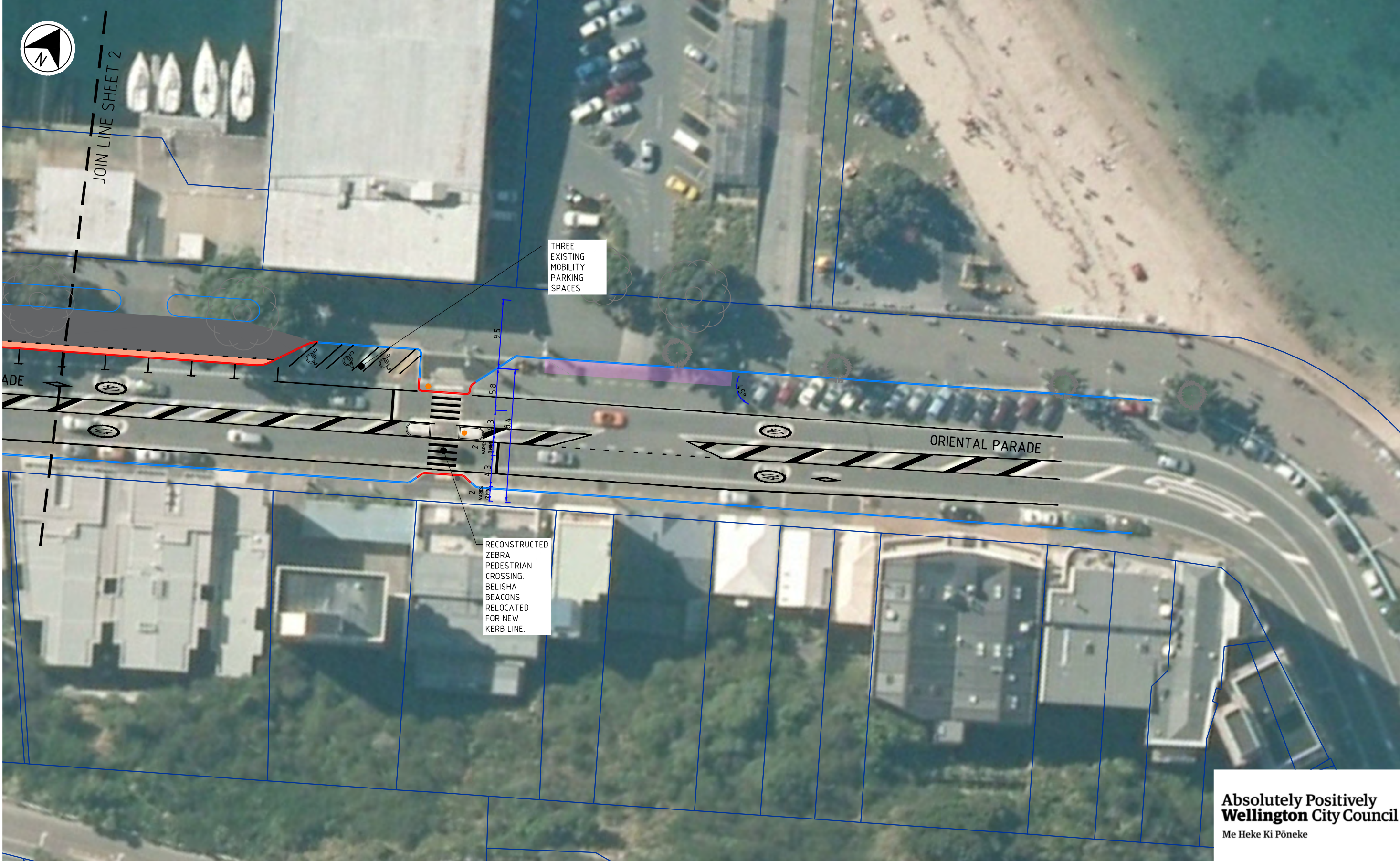
HERD ST TO FREYBERG POOL  
OPTION A SECTION 2 of 3



# ORIENTAL PARADE

## HERD ST TO FREYBERG POOL

### OPTION A SECTION 3 of 3





# ORIENTAL PARADE

## HERD ST TO FREYBERG POOL

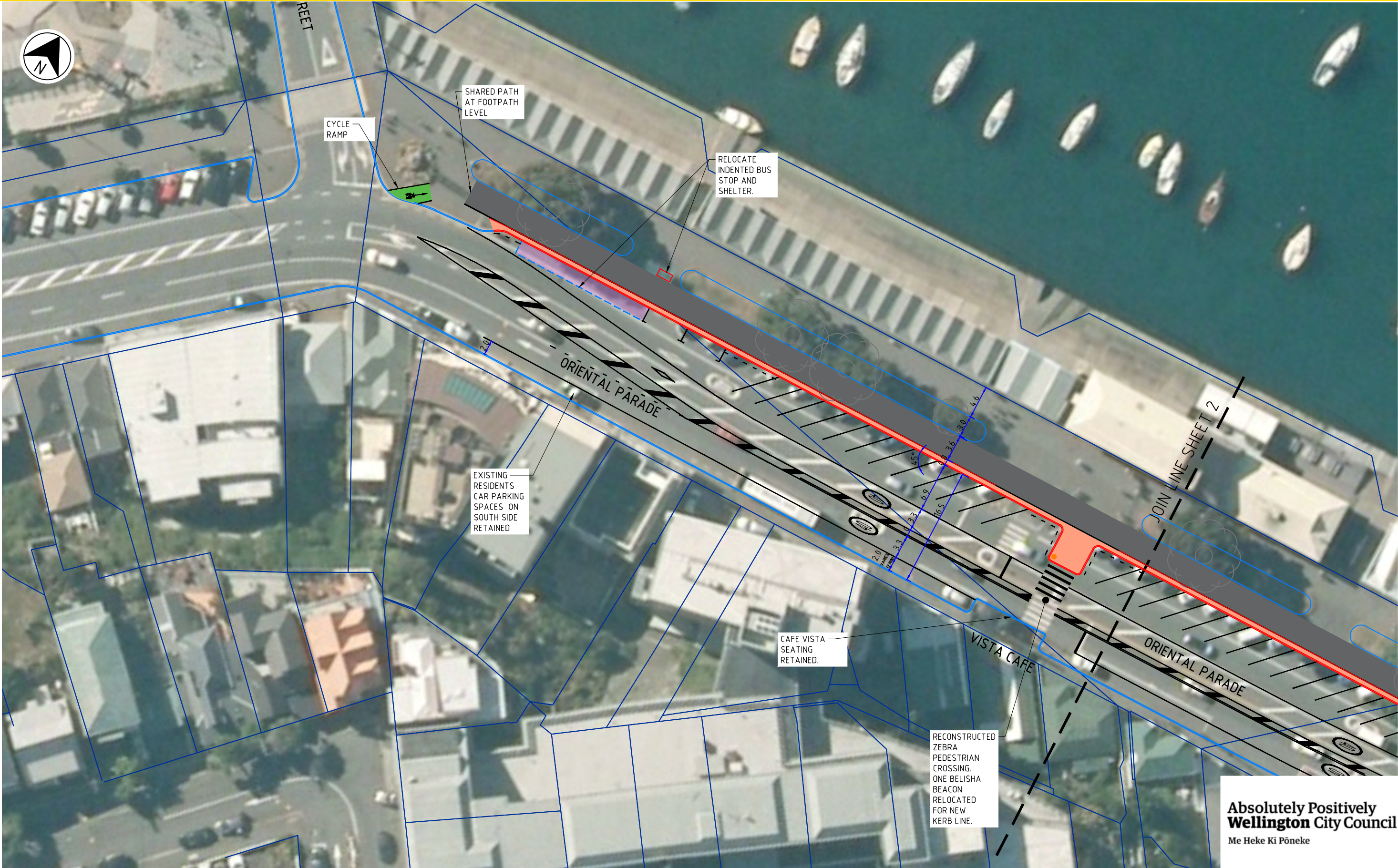
### OPTION B OVERVIEW



# ORIENTAL PARADE

## HERD ST TO FREYBERG POOL

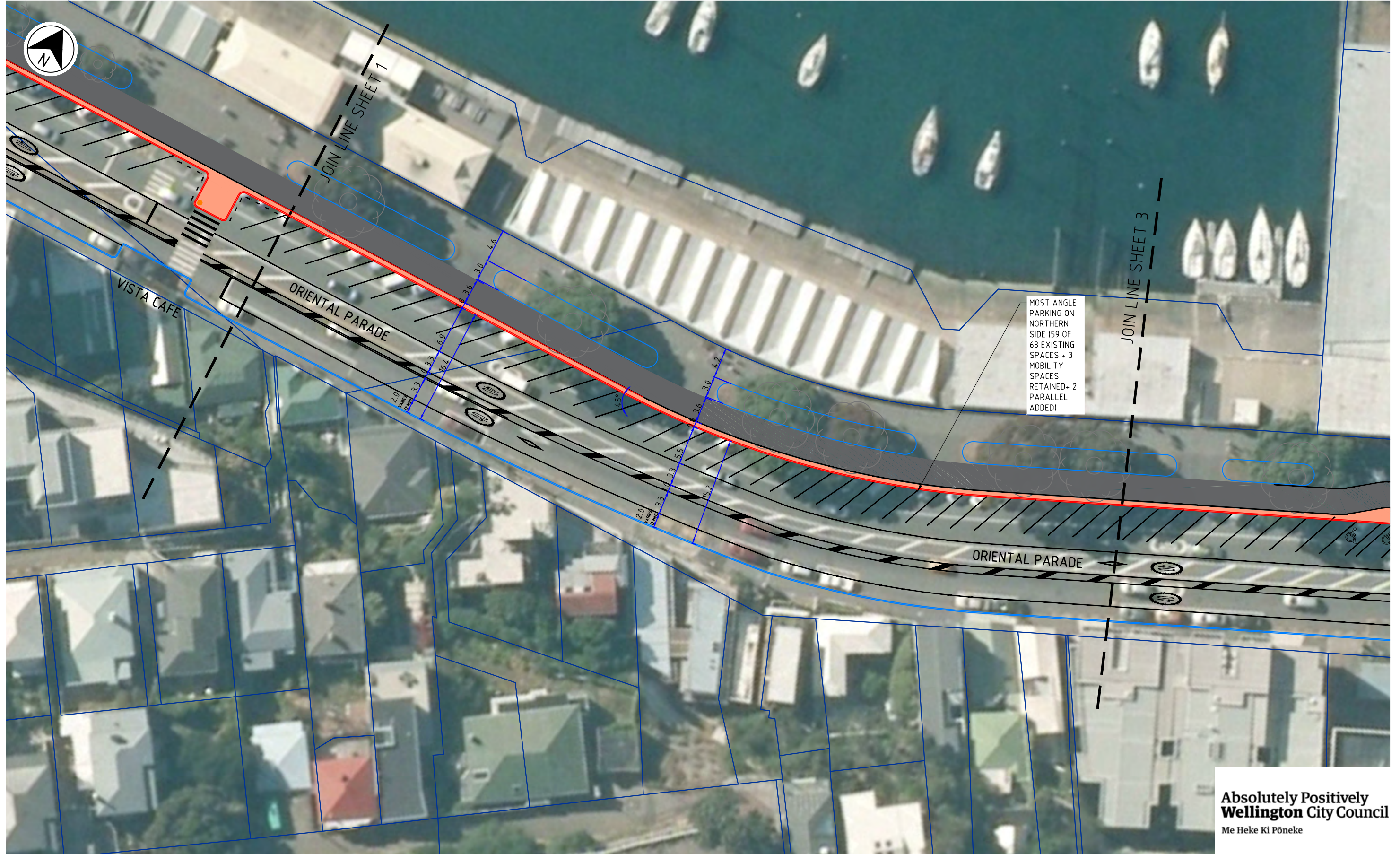
### OPTION B SECTION 1 of 3



# ORIENTAL PARADE

## HERD ST TO FREYBERG POOL

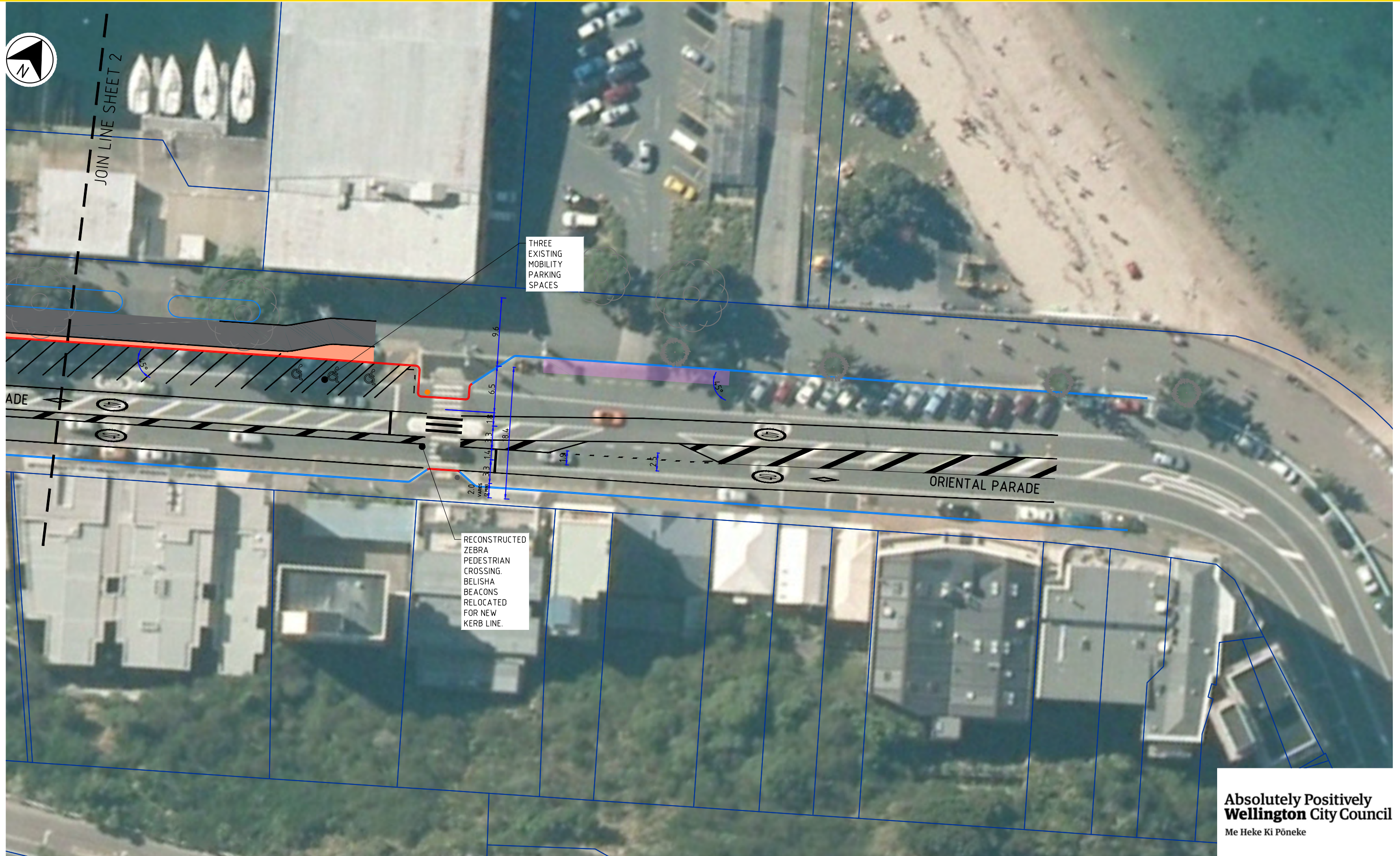
### OPTION B SECTION 2 of 3



# ORIENTAL PARADE

## HERD ST TO FREYBERG POOL

### OPTION B SECTION 3 of 3



## **Appendix D** – Final Concept Design

# ORIENTAL BAY CYCLEWAY - TRAFFIC RESOLUTION PLANS



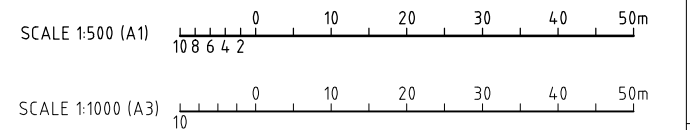
LOCALITY PLAN

**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**
- DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
  - 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.
  - THE ROAD LAYOUT AND CYCLE LANE ARRANGEMENT IS SHOWN FOR SCHEME DESIGN ONLY. THESE PLANS ARE NOT FOR CONSTRUCTION.
  - COORDINATES ARE IN TERMS OF NZTM 2000.



FOR TRAFFIC RESOLUTION

REV	DATE	DRAWN	REV'D	APP'D	REVISION
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A	27.11.17	JMF	AL		CLIENT COMMENT

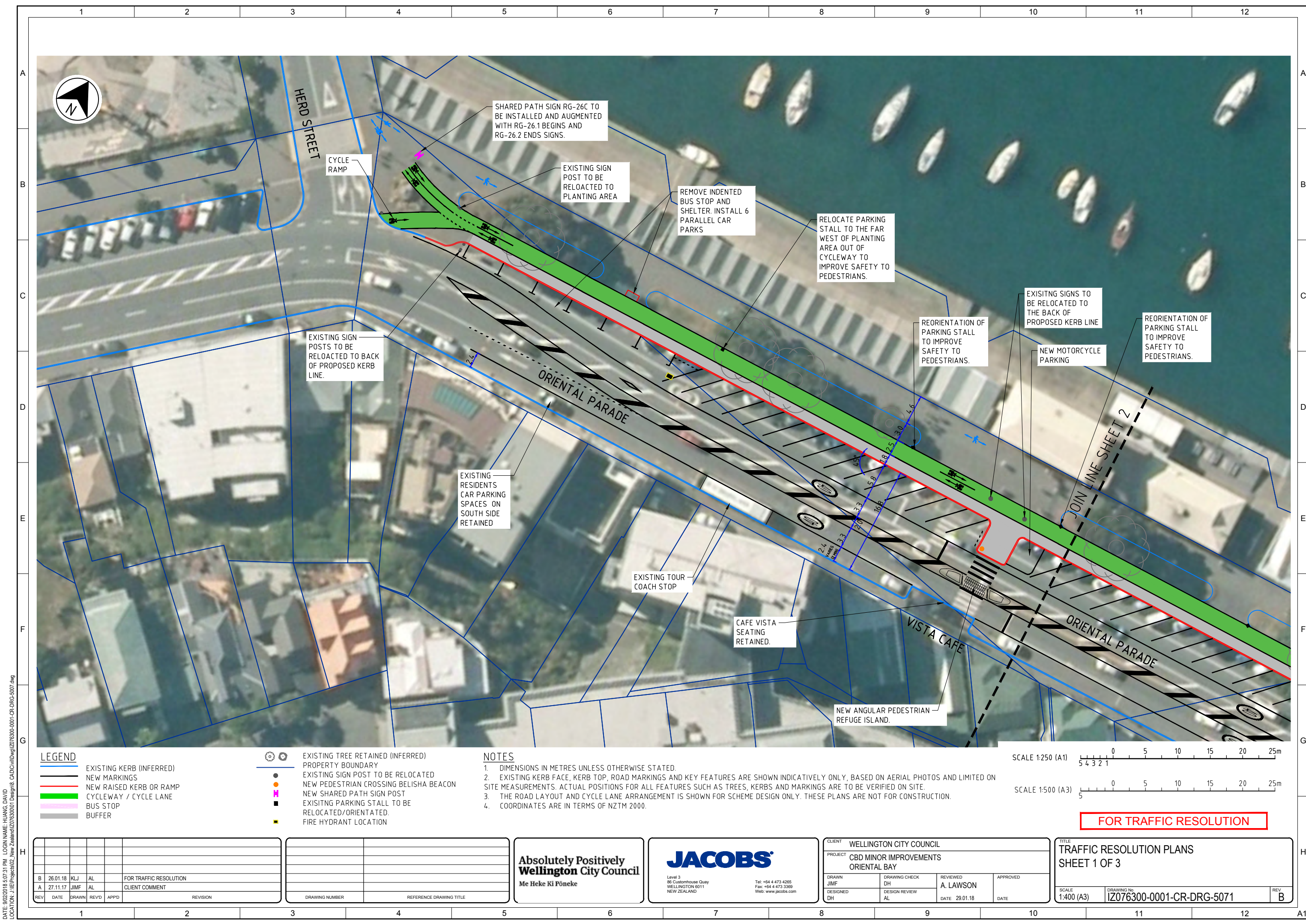
DRAWING NUMBER	REFERENCE DRAWING TITLE

**Absolutely Positively**  
Wellington City Council  
Me Heke Ki Pōneke

**JACOBS**  
Level 3  
96 Customhouse Quay  
WELLINGTON 6011  
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Tel: +64 4 473 4265  
Fax: +64 4 473 3369  
Web: www.jacobs.com

CLIENT WELLINGTON CITY COUNCIL		PROJECT CBD MINOR IMPROVEMENTS ORIENTAL BAY	
DRAWN JIMF	DRAWING CHECK DH	REVIEWED A. LAWSON	APPROVED
DESIGNED DH	DESIGN REVIEW AL	DATE 29.01.18	DATE

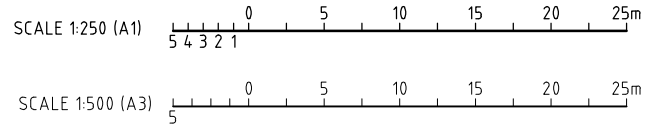
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REV	B



**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/ORIANTATED.
- FIRE HYDRANT LOCATION

- NOTES**
- DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
  - 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.
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**FOR TRAFFIC RESOLUTION**

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A	27.11.17	JMF	AL		CLIENT COMMENT
REV	DATE	DRAWN	REV'D	APP'D	REVISION

DRAWING NUMBER		REFERENCE DRAWING TITLE	

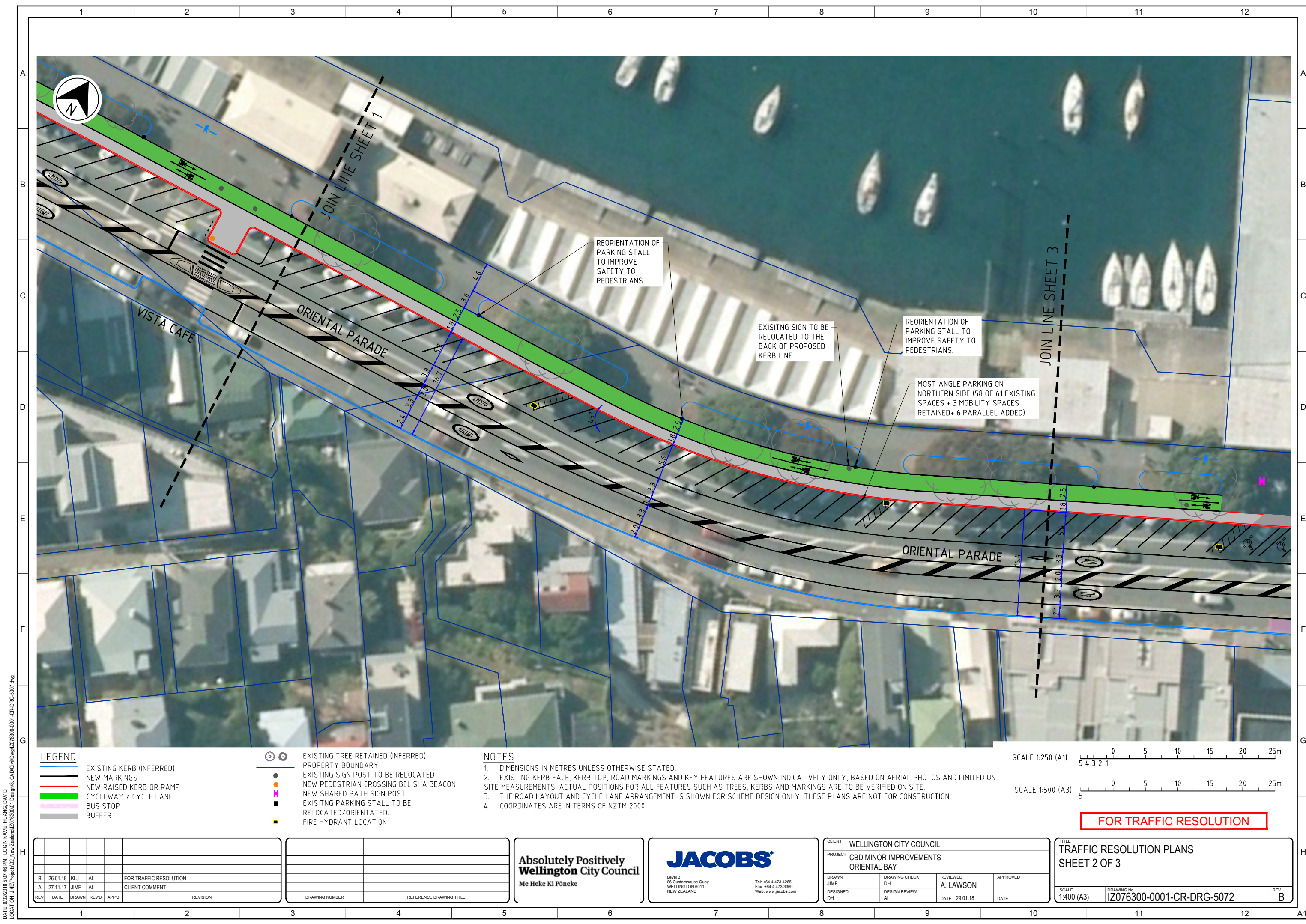
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PROJECT CBD MINOR IMPROVEMENTS ORIENTAL BAY		APPROVED	
DRAWN JIMF	DRAWING CHECK DH	DATE 29.01.18	DATE
DESIGNED DH	DESIGN REVIEW AL		

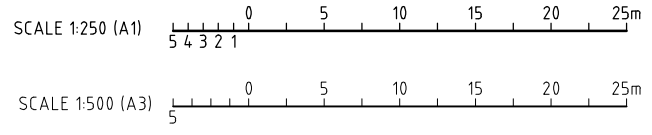
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- LEGEND**
- EXISTING KERB (INFERRED)
  - NEW MARKINGS
  - NEW RAISED KERB OR RAMP
  - CYCLEWAY / CYCLE LANE
  - BUS STOP
  - BUFFER
  - EXISTING TREE RETAINED (INFERRED)
  - PROPERTY BOUNDARY
  - EXISTING SIGN POST TO BE RELOCATED
  - NEW PEDESTRIAN CROSSING BELISHA BEACON
  - NEW SHARED PATH SIGN POST
  - EXISTING PARKING STALL TO BE RELOCATED/ORIANTED.
  - FIRE HYDRANT LOCATION

- NOTES**
- DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
  - 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.
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**FOR TRAFFIC RESOLUTION**

B	26.01.18	KLJ	AL		FOR TRAFFIC RESOLUTION
A	27.11.17	JIMF	AL		CLIENT COMMENT
REV	DATE	DRAWN	REV'D	APP'D	REVISION

DRAWING NUMBER		REFERENCE DRAWING TITLE	

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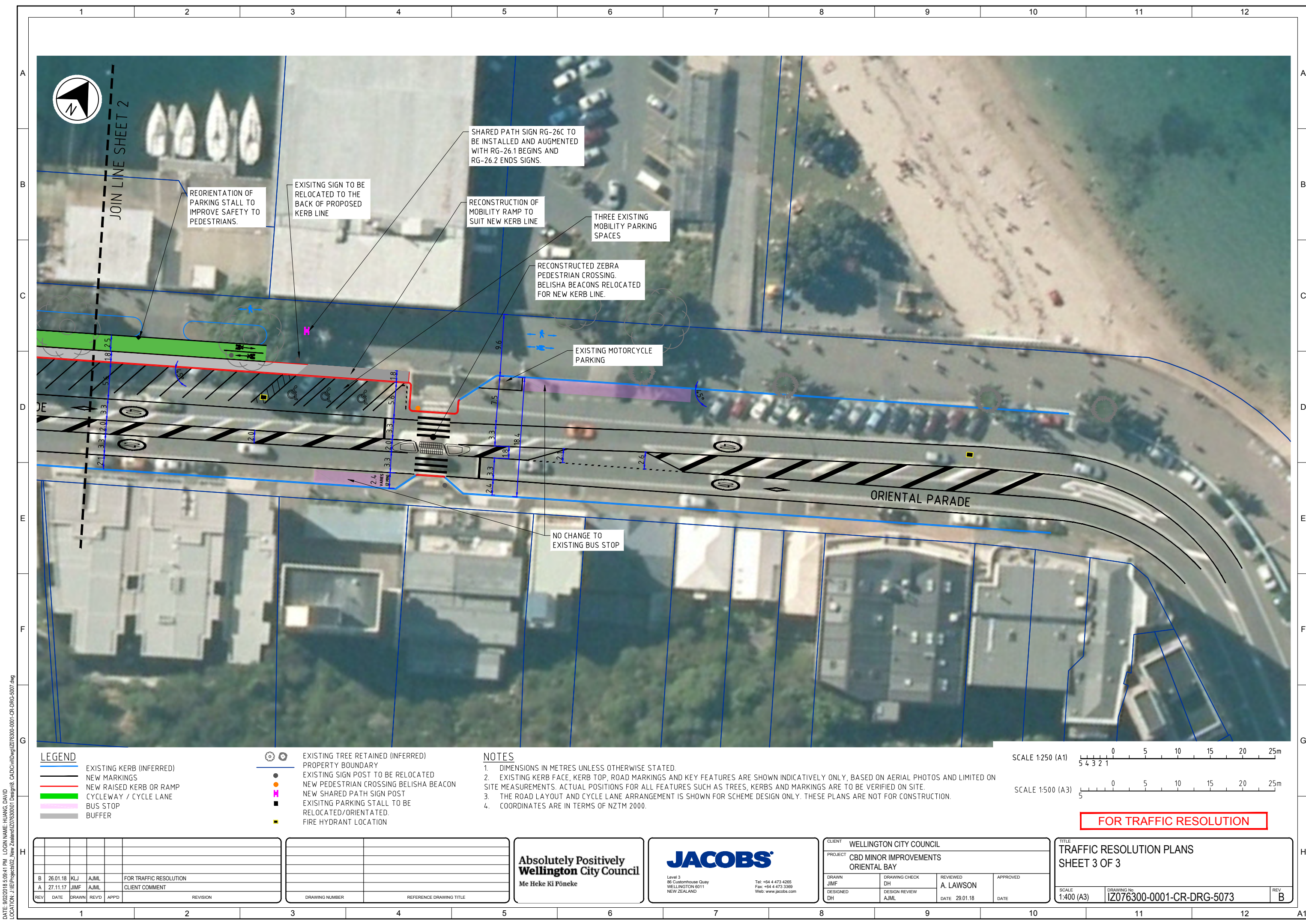
**JACOBS**  
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Web: www.jacobs.com

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PROJECT CBD MINOR IMPROVEMENTS ORIENTAL BAY			
DRAWN JIMF	DRAWING CHECK DH	REVIEWED A. LAWSON	APPROVED
DESIGNED DH	DESIGN REVIEW AL	DATE 29.01.18	DATE

TITLE TRAFFIC RESOLUTION PLANS SHEET 2 OF 3		
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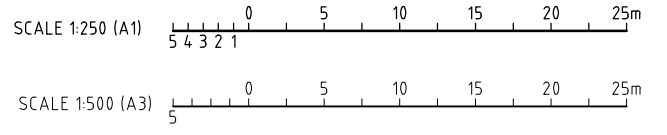
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- LEGEND**
- EXISTING KERB (INFERRED)
  - NEW MARKINGS
  - NEW RAISED KERB OR RAMP
  - CYCLEWAY / CYCLE LANE
  - BUS STOP
  - BUFFER
  - EXISTING TREE RETAINED (INFERRED)
  - PROPERTY BOUNDARY
  - EXISTING SIGN POST TO BE RELOCATED
  - NEW PEDESTRIAN 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.



**FOR TRAFFIC RESOLUTION**

REV	DATE	DRAWN	REV'D	APPD	REVISION
B	26.01.18	KLJ	AJML		FOR TRAFFIC RESOLUTION
A	27.11.17	JIMF	AJML		CLIENT COMMENT

DRAWING NUMBER	REFERENCE DRAWING TITLE

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Fax: +64 4 473 3369  
Web: www.jacobs.com

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

TITLE TRAFFIC RESOLUTION PLANS SHEET 3 OF 3		
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## **Appendix E** – Meeting Minutes from Workshops

# Oriental Bay Connections Workshop 1

## Notes

**Meeting:** Oriental Bay Connections Working Group Workshop 1

**Venue:** Level 2 Conference Room, Wellington Library      **Date:** Tuesday 16 May 2017

**Time:** 6.00 – 8.00 pm

The first workshop of the Oriental Bay Connections Working Group was held from 6:00-8:00 pm on Tuesday 16 May 2017, in the Level 2 Conference room of the Wellington Central Library on Victoria Street.

The attendees at the second workshop were:

Name	Organisation	Background/ Areas of interest
Ken Burk (KB)	Chaffer's Marina	
Steven Franks	Mt. Victoria Resident's Association	
Peter Hadfield	Oriental Bay Resident's Association	Oriental Bay Resident
Ellen Blake	Living Streets Aotearoa	
Alastair Smith (AS)	Cycle Aware Wellington	
Cr. Sue Kedgley (SK)	Greater Wellington Regional Council	Oriental Bay Resident
Cr. Sarah Free	Wellington City Council	
Cr. Chris Calvi-Freeman (CCF)	Wellington City Council	
Cr. Nicola Young	Wellington City Council	
Cr. Brian Dawson	Wellington City Council	
Cr. Iona Pannett	Wellington City Council	
Cr. Peter Gilberd	Wellington City Council	
Cr. Simon Woolf	Wellington City Council	
Joe Hewitt (JH)	Wellington City Council	Project Manager
Ben Alexander (BA)	Wellington City Council	Project Engagement Officer
David Huang	Jacobs	Project Designer, observation

Bernarr Alexander (BA) opened the meeting at 18.15 with a brief introduction and discussion of terms of reference. Joe Hewitt (JH) explained the project background and the wider context.

Cr. Sue Kedgley and Alastair Smith asked why the study area did not include the section of Oriental Parade between Freyberg Pool and Carlton Gore Road.

JH and BA explained that this section of Oriental Parade currently had a wide shared path and it did not have the priority for improvements as part of the current three-year Wellington Urban Cycleway Programme. It did not mean it would not be considered for future project work.

Cr. Calvi-Freeman added that if WCC did a good job for the Herd St – Freyberg Pool section of Oriental Parade, it could mean further funding for more scope for cycle improvements in Oriental Bay.

Ken Burk questioned why waterfront was not considered as part of the CBD minor cycleway improvement work. JH explained that this was considered and discussed during the CBD minor works working group meeting. Any major work (e.g. creating cycle space on the Quays and relocate the cyclists from the waterfront) is outside the scope of minor works and will have to wait for the solutions from Let's Get Wellington Moving project. CCF added that the scope of LGWM is expanding.

JH explained the working group process.

BA led the brainstorm session on the current situation at Oriental Bay. Working group members were encouraged to consider what they think is working well (assets) and what the issues are.

<b>ISSUES</b>	<b>ASSETS</b>
Angle parking – safety and 10 HR limit	Angle parking
Illegal parking in median can reduce visibility of pedestrian crossing	Zebra crossings
Iconic view – unpredictable behaviour , e.g. photo ops	Iconic view/vista
Design & placement of loading zones	Boat sheds
Trees – Wide base, not fit for space.	Trees – greenery, heritage, shade, bull nose brick gardens
Cyclists/pedestrian conflicts, particularly at busy times	Separated pedestrian paths
Cyclists' safety on roadway	Wide shared path east of Freyburg for kids to learn to ride bikes
Flush median taking up road width	Flush median aids in right turns
Freyburg car park exit – vehicle/pedestrian conflicts	Freyburg Pool/Gym
Outdoor dining encroaching on footpath	Outdoor dining adds ambience/culture
High volume of general traffic	Scenic drive around bays
High volume of heavy trucks/ large buses	40km/hr speed limit
Placement of seating obstructing promenade	Outdoor seating
Need to collect more usage data (eg. origin-destination survey)	Herd St park/waterfall
Resilience issues, e.g. sea level rise	
Pedestrians crossing at Hood Street Steps	
Slip road used as rat run	
Harbour boardwalk – missed opportunity	
Illegal camping	

Meeting concluded at 19.50. WCC to send out meeting minutes and organise the 2nd working group meeting.

# Oriental Bay Connections Workshop 2

## Minutes

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

**Venue:** Level 2 Conference Room, Wellington Library      **Date:** Thursday 1 June 2017

**Time:** 6.00 – 8.00 pm

The second workshop of the Oriental Bay Connections Working Group was held from 6:00-8:00 pm on Thursday 1 June 2017, in the Level 2 Conference room of the Wellington Central Library on Victoria Street.

The attendees at the second workshop were:

Name	Organisation	Background/ Areas of interest
Peter Hadfield	Oriental Bay Resident's Association	Oriental Bay Resident
Ellen Blake	Living Streets Aotearoa	
Alastair Smith	Cycle Aware Wellington	
Simon Kennett	NZ Transport Agency	
Cr. Sarah Free	Wellington City Council	
Cr. Iona Pannett	Wellington City Council	
Bridget Parrott	Wellington City Council	
Lyn Murphy	Wellington City Council	
Charmead Schella	Wellington City Council	
Joe Hewitt	Wellington City Council	Project Manager
Ben Alexander	Wellington City Council	Project Engagement Officer
David Huang	Jacobs	Project Designer, observation

Ben opened the meeting at 18.10 with a brief introduction and a summary of Workshop #1. The working group process flow chart was shown to the attendees.

Joe explained Council's investment objectives:

- Improve the level of service for people on bikes
- Improve the level of service for pedestrians
- Maintain the level of service for people using buses
- Maintain an acceptable level of service for general traffic movements
- Ensure parking meets the needs of the adjacent area

Alastair commented that there was not enough data on pedestrian/ cyclist conflicts in the issues paper.

Joe confirmed that currently the accounts of pedestrian and cyclist conflicts are largely anecdotal. Peter commented that the main concern was the speed of the cyclists travelling on the shared path. Cllr. Free added that there was a genuine issue of some cyclists speeding but at the same time the some of the concerns were perceptions.

Alastair asked if there was any data on the traffic volumes (including cyclists) through Mt Victoria tunnel.

Alastair commented that it would be beneficial if the issues paper had included an origin-destination survey to understand where the people who used the car parks actually went.

Joe explained that although an origin-destination survey may have been useful, it would have been cost prohibitive given the number of car parks and various time restrictions they had.

The group then discussed and defined the local investment objectives of this project. They included:

- Enhance (local and wider) community benefit
- Increase traffic calming measures and reduce traffic volume
- Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyburg Swimming Pool & Gym, Freyburg Beach and Waitangi Park
- Heritage features should remain consistent and be enhanced if possible
- Create a safe, universal design environment, providing access for people of all requirements.
- Maximise the value of on street parking through design.

#### Cross-section activity

The audience were then divided into two main groups for the cross-section design activity.

Each group was given a typical 31.1m wide cross-section from Oriental Parade with part of the diagram showing how the space was currently allocated to different uses. Typical road components printed on small cardboards were also supplied for this exercise.

Diagrams in the next two pages show the two cross sections the groups designed. Reflection on the cross-section activity. Alastair commented that he was surprised how much space there was. The group agreed.

Cllr. Free pointed out that the bottom line was whether we could trade off car parks for better level of service for people on bikes and pedestrians and place making opportunities.

Simon commented that a lot of road cyclists use this stretch of Oriental Bay as the warm-up section as part of their long rides.

Cllr. Pannett asked for water-sensitive design and requested that any road changes should not cause flooding. Joe noted her comments and advised that Wellington Water would be consulted on the design as a key stakeholder.

Meeting concluded at 20:05. WCC to send out meeting minutes and organise the 3<sup>rd</sup> working group meeting to be held on Monday 12 June at 6pm in the 2<sup>nd</sup> Floor Conference Room at the Wellington Main Library.

# Oriental Bay Connections Workshop 2

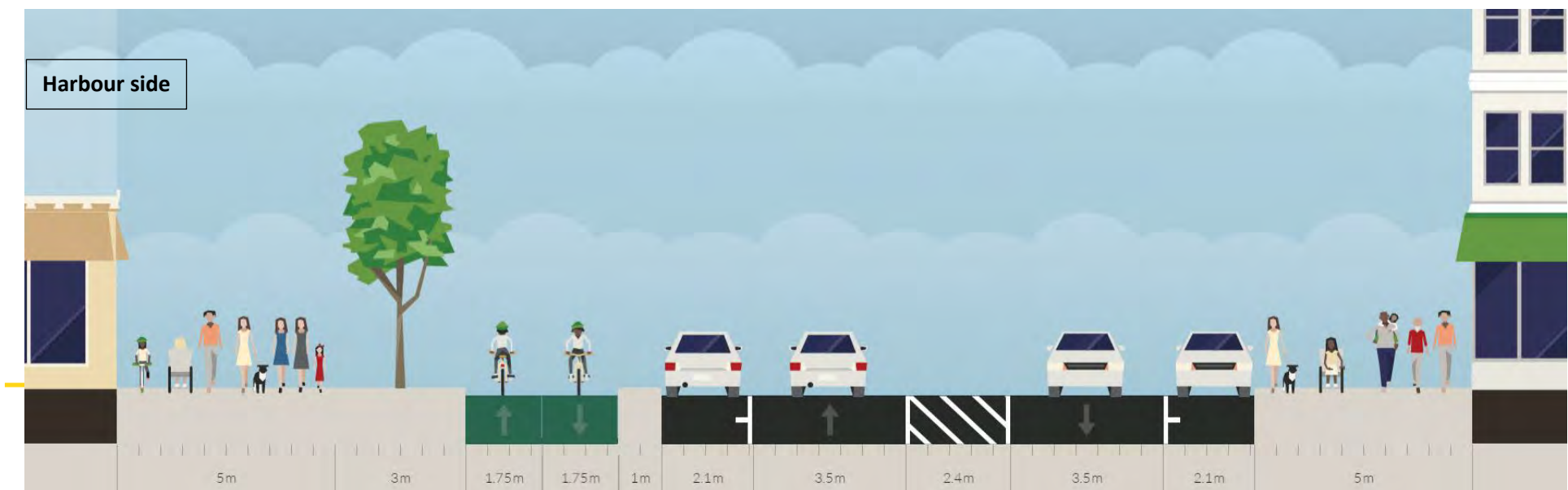
## Minutes

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Group One -



Harbour side					Mt Victoria side				
5.0m	3.0m	4.5m	2.0m	3.5m	2.4m	3.5m	2.0m	5.0m	
Wide footpath	Tree & garden	Protected 2-way cycleway	Parallel carpark	Traffic lane	Median	Traffic lane	Parallel carpark	Wide footpath	
Available width: 31.1m, design width: 31.1m									



# Oriental Bay Connections Workshop 2

## Minutes

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Group Two -



Harbour side					Mt Victoria side			
5.0m	3.0m	2.0m	5.1m	3.0m	3.5m	3.5m	3.0m	3.0m
Wide garden	Tree & footpath	Narrow 2-way	Protected bus lane Cycleway	Peak hour lane off-peak carpark	Traffic lane	Traffic bus lane, off-peak carpark	Peak hour footpath	Wide footpath





# Oriental Bay Connections Workshop 3

## Minutes

**Meeting:** Oriental Bay Connections Working Group Workshop 3

**Venue:** Level 2 Conference Room, Wellington Library      **Date:** Monday 12 June 2017

**Time:** 6.00 – 8.30 pm

The third workshop of the Oriental Bay Connections Working Group was held from 6:00-8:30 pm on Monday 12 June 2017, in the Level 2 Conference room of the Wellington Central Library on Victoria Street.

The attendees at the third workshop were:

Name	Organisation	Background/ Areas of interest
Steven Franks		Oriental Bay Resident
Ellen Blake	Living Streets Aotearoa	
Alastair Smith	Cycle Aware Wellington	
Simon Kennett	NZ Transport Agency	
Cr. Sarah Free	Wellington City Council	
Cr. Nicola Young	Wellington City Council	
Bridget Parrott	Wellington City Council	Observation
Lyn Murphy	Wellington City Council	Observation
Charmead Schella	Wellington City Council	Observation
Joe Hewitt	Wellington City Council	Project Manager
Ben Alexander	Wellington City Council	Project Engagement Officer
David Huang	Jacobs	Project Designer, observation

### Opening

Ben opened the meeting at 18.16 with a brief introduction and a summary of Workshop #2. The working group process flow chart was shown to the attendees.

Ben noted the low attendance of the third workshop and stressed the importance of having representatives from groups such as Oriental Bay Residents' Association and Chaffers Marina who were absent at this workshop. Ben proposed to contact the representatives from these groups and arrange separate meetings with them to ensure they are informed of the progress and have the opportunity to provide input should they wish to.

### Discussion on project objectives

Joe provided a summary of the project objectives that were defined during the second workshop:

The Oriental Bay Connections project seeks to deliver a safe, universal design environment, providing equal access for people of all requirements, enhancing the iconic heritage of the location.

- Create a safe, universal design environment, providing access for people of all requirements.

- Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park
- Improve the level of service for pedestrians
- Improve the level of service for cyclists
- Enhance the level of service for people using buses
- Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that cannot use Mt Victoria tunnel
- Increase traffic calming and reduce traffic volume
- Maximise the value of on street parking through design

Councillor Young suggested that some car drivers used the Oriental Parade/ Evans Bay Parade route by choice, not because they could not use Mt Victoria tunnel. The working group agreed to change the relevant project objective to “Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel.”

Steven commented that the group should be careful with including “reduce traffic volume” as one of the project objectives. The group might be setting itself up for a lot of oppositions. The working group agreed to remove “reduce traffic volume”.

Alastair suggested a different approach to evaluating parking impact. Instead of simply trying to provide the maximum amount of parking, the road controlling authority should look at how they can make sure people can find a parking space when they get to a place. The Council should look at how to manage them more properly.

Steven asked if there was any literature on whether parked cars make footpath safer for pedestrians. Ellen said ‘Yes’.

Councillor Young asked if it was legal for cyclists to use the clearway and if the working group could consider a clearway option. Joe replied that peak-hour bus lanes (which allow cycle use) had been included as part of an option developed in Workshop #2.

Simon reminded the working group that the project was part of the Urban Cycleway Programme and suggested that the relevant project objective should be changed to “Substantially improve level of service for cyclists” to reflect that. The group concurred.

Some of the group asked what the definition of “level of service for cyclists” was. Simon advised that Opus Consultants had completed a research on “Factors affecting cycling levels of service”. The document should become available from Friday, 16 June 2017.

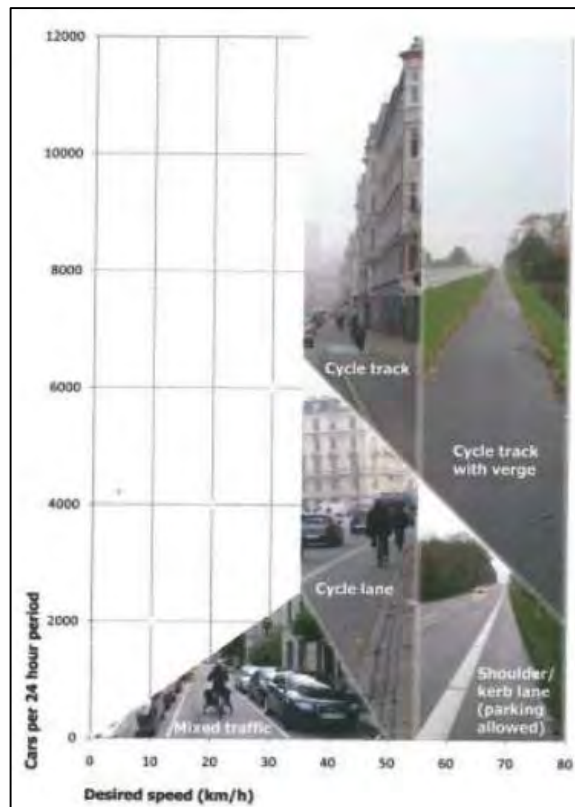
Joe then asked if the group should also consider adding “substantial” to the project objective related to the level of service for pedestrians. Simon suggested not as this was an Urban Cycleway Project. If this was a different type of project such as a pedestrian safety project then the project objective should be upgraded.

Councillor Free suggested that the project objective related to bus services should be change to “At least maintain the level of service for people using buses” instead of using “Enhance”. The group agreed.

Ben confirmed that he would email the updated project objectives to the entire working group to provide an opportunity to people who were not present to comment on the objectives before they were finalised.

### Type of appropriate cycle facility

Joe presented the diagram from the Dutch cycling design guide (CROW Manual) showing the types of cycle facilities to be used based on the daily vehicular traffic volume and desired speed. The current traffic volume at this section of Oriental Parade was 16,000 vehicles per day which exceeded the upper limit (12,000 vehicles per day) as shown on the chart. This suggested that protected cycle facility was needed at this site.



(Source: CROW Manual)

### Shortlisting exercise

Joe explained that seven long list options have been developed. Two options were recommended by the working group during workshop #2 and five options were added by Joe and David after examining all the possible cross-sections and layouts. Joe then introduced the shortlisting process:

- Review the draft evaluation
- Agree scores against each objective
- Draft Multi Criteria Assessment (MCA)
- Consider if there are other options that should be included.

Councillor Free asked how many options were to be chosen as part of this process. Joe explained that one final option would be ideal but there c need to be around three options for further public engagement/consultation.

The group then reviewed and discussed the seven long list options (see attached). There were three more options to be developed and examined. They included:

- 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. Simon said they intended to maintain the existing kerb line when they developed their option (Option 2) during workshop #2. They did not intend to propose a 0.3m widening at the footpath on the south side. Developing Option 6.1 would address this concern.



New: Option 6.1

- Option 8: 10m wide footpath, two-way cycleway, trees on 2.4m wide lane separator, no change to southern kerb line.



New: Option 8

- Option 9: No change to existing footpaths on both sides, two-way cycleway on north side.



New: Option 9

### Conclusion

Meeting concluded at 20:30. WCC to send out meeting minutes and organise the 4th working group meeting to continue the shortlisting process in two weeks.

# Oriental Bay Connections Workshop 3

## Minutes

### Appendix A – Summary sheets of long list options (separate document)

**Option 1 --- 5m footpath on both sides, two-way cycleway on north side**



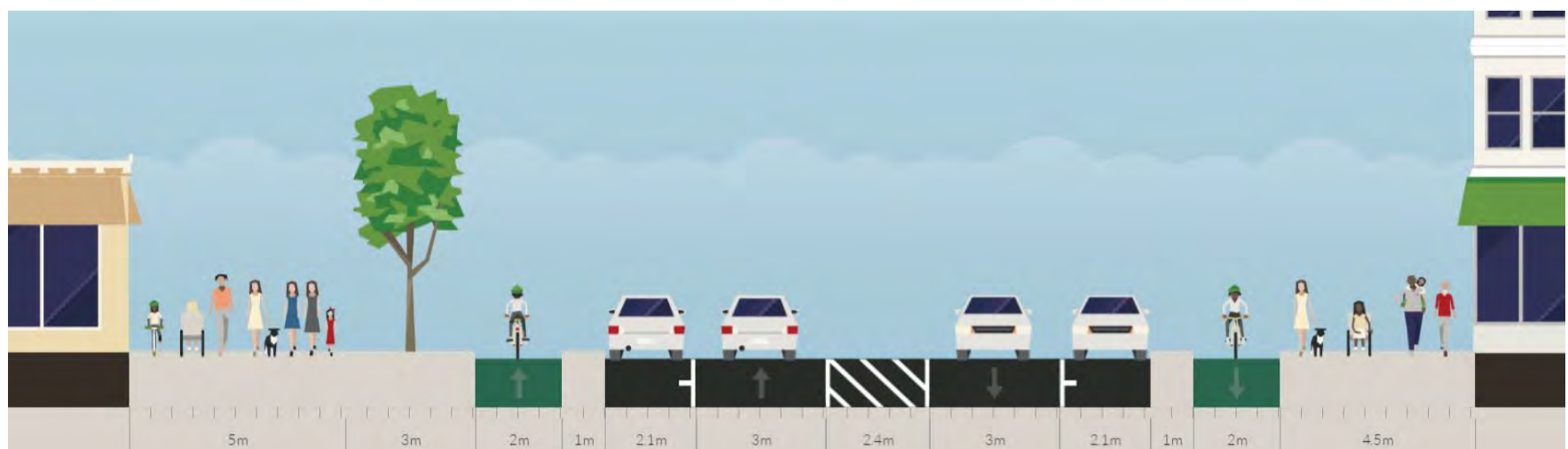
Objectives	Assessment	Score
Create a safe, universal design environment. Providing access for people of all requirements	Layout provides opportunities to improve safety and universal design	
Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park	Layout provides opportunities to enhance the area. May impact existing Pohutukawa. Retains outdoor dining area at Café Vista.	
Improve the level of service for pedestrians	Widens the north side footpath and remove bike conflicts. Widens the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings	
Substantially improve the level of service for cyclists	Very good improvement for cyclists. Links well to adjacent shared areas	
At least maintain the level of service for people using buses	No change to through bus services	
Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel	Maintains two traffic lanes and flush median	
Increase traffic calming	Slightly narrower 3.5m traffic lanes will have a minor calming effect. Volume not affected.	
Maximise the value of on-street parking through design	Maintains the south side layout. Significant north side parking loss mitigated through time restriction changes	
Cost	\$1,200,000	
Staging	North and south sides can be developed independently	

**Option 2 --- 5m footpath on north side, 3m footpath on south side, two-way cycleway on north side and peak-hour bus lanes**



Objectives	Assessment	Score
Create a safe, universal design environment. Providing access for people of all requirements	Layout provides opportunities to improve safety and universal design	
Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park	Layout provides opportunities to enhance the area. May impact existing Pohutukawa. Removes outdoor dining area at Café Vista.	
Improve the level of service for pedestrians	Widens the north side footpath and remove bike conflicts. Slightly widens the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings. Removal of flush median makes crossing harder	
Substantially improve the level of service for cyclists	Very good improvement for cyclists. Links well to adjacent shared areas	
At least maintain the level of service for people using buses	Peak period bus lanes	
Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel	Maintains two traffic lanes but removes the flush median	
Increase traffic calming	Slightly narrower 3.5m traffic lanes with 30km/h will have a moderate calming effect. Volume not affected.	
Maximise the value of on-street parking through design	Maintains the south side layout outside peak periods. Significant north side parking loss mitigated through time restriction changes outside peak periods.	
Cost	\$1,100,000	
Staging	North and south sides need to be developed concurrently	

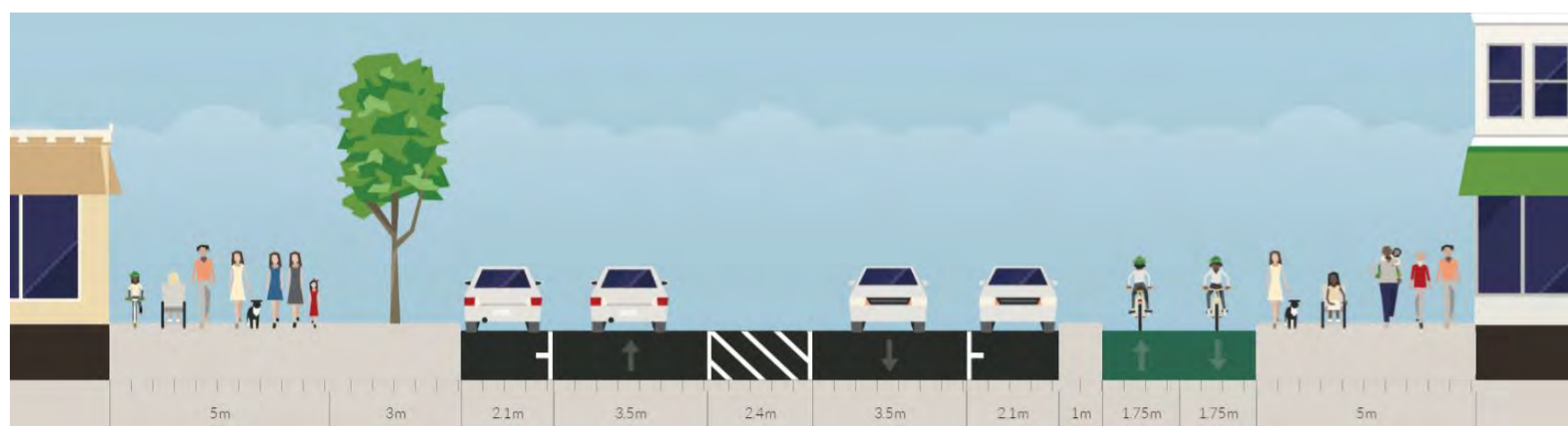
**Option 3 --- 5m footpath on north side, 4.5m footpath on south side, one-way bike lanes on each side**



Objectives	Assessment	Score
Create a safe, universal design environment. Providing access for people of all requirements	Layout provides opportunities to improve safety and universal design	
Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park	Layout provides opportunities to enhance the area. May impact existing Pohutukawa. Restricts outdoor dining area at Café Vista (0.2m narrower)	
Improve the level of service for pedestrians	Widens the north side footpath and remove bike conflicts. Widens the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings	
Substantially improve the level of service for cyclists	Good improvement for cyclists but delays at transition areas. Restricts space for overtaking.	
At least maintain the level of service for people using buses	No change to through bus services	
Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel	Maintains two traffic lanes and flush median	
Increase traffic calming	Narrower 3.0m traffic lanes will have a moderate calming effect. Volume not affected.	
Maximise the value of on-street parking through design	Maintains the south side layout. Significant north side parking loss mitigated through time restriction changes.	
Cost	\$1,300,000	
Staging	North and south sides need to be developed concurrently	



### Option 4 --- 5m footpath on both sides, two-way cycleway on south side



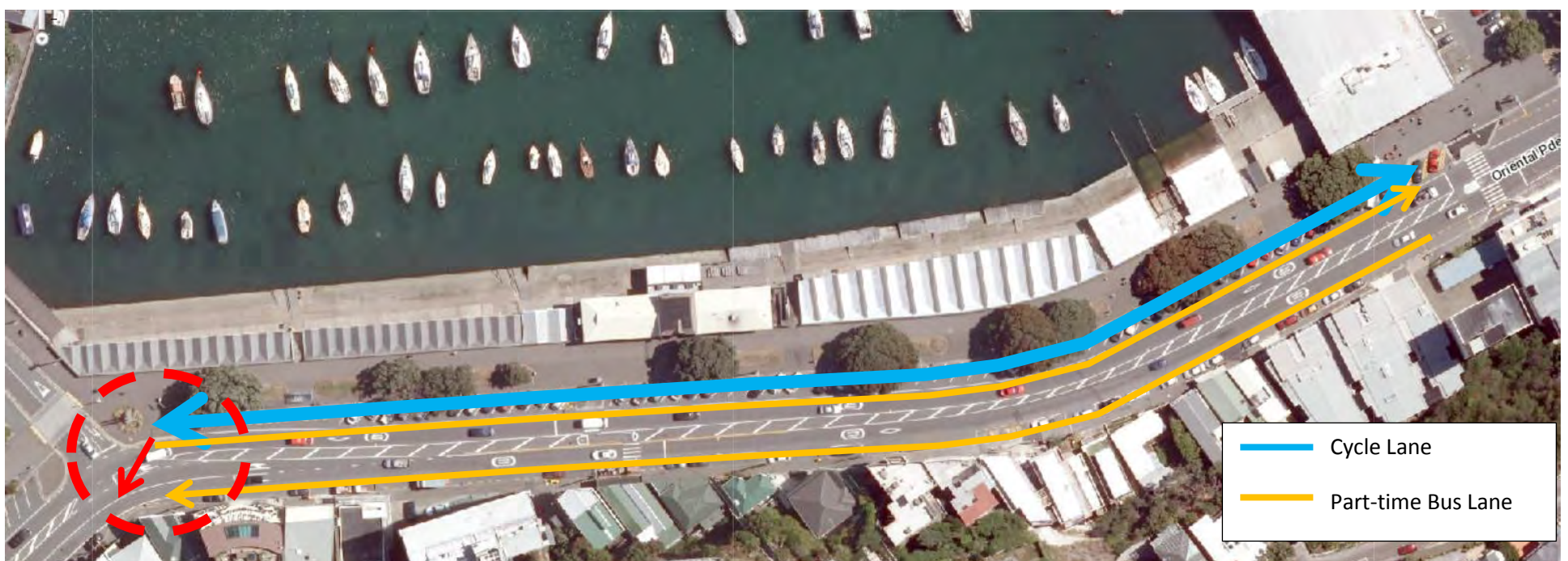
Objectives	Assessment	Score
Create a safe, universal design environment. Providing access for people of all requirements	Layout provides opportunities to improve safety and universal design	
Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park	Layout provides opportunities to enhance the area. May impact existing Pohutukawa. Retains outdoor dining area at Café Vista.	
Improve the level of service for pedestrians	Widens the north side footpath and remove bike conflicts. Widens the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings	
Substantially improve the level of service for cyclists	Good improvement for cyclists but delays at transition areas	
At least maintain the level of service for people using buses	No change to through bus services	
Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel	Maintains two traffic lanes and flush median	
Increase traffic calming	Slightly narrower 3.5m traffic lanes will have a minor calming effect. Volume not affected.	
Maximise the value of on-street parking through design	Maintains the south side layout but reduces car parks for visibility at driveways. Significant north side parking loss mitigated through time restriction changes.	
Cost	\$1,200,000	
Staging	North and south sides need to be developed concurrently	

### Option 5 --- 5m footpath on north side, two-way cycleway on north side and one-way bike lane on south side



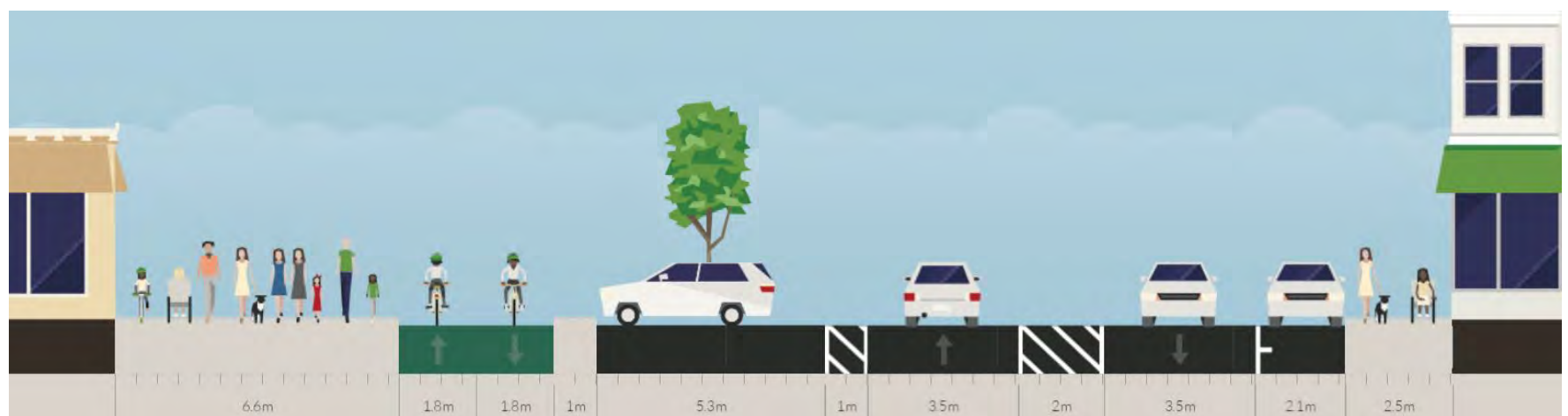
Objectives	Assessment	Score
Create a safe, universal design environment. Providing access for people of all requirements	Layout provides opportunities to improve safety and universal design	
Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park	Layout provides opportunities to enhance the area. May impact existing Pohutukawa. Removes outdoor dining area at Café Vista.	
Improve the level of service for pedestrians	Widens the north side footpath and remove bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings	
Substantially improve the level of service for cyclists	Very good improvement for cyclists. Links well to adjacent shared areas. Eliminates transition area conflicts	
At least maintain the level of service for people using buses	No change to through bus services	
Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel	Maintains two traffic lanes and flush median	
Increase traffic calming	Slightly narrower 3.5m traffic lanes will have a minor calming effect. Volume not affected.	
Maximise the value of on-street parking through design	Maintains the south side layout but reduces car parks for visibility at driveways. Significant north side parking loss mitigated through time restriction changes.	
Cost	\$1,000,000	
Staging	North and south sides need to be developed concurrently	

## Option 6 --- Existing footpaths, two-way cycleway on north side and peak-hour bus lanes



Objectives	Assessment	Score
Create a safe, universal design environment. Providing access for people of all requirements	Layout provides opportunities to improve safety and universal design	
Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park	Layout provides opportunities to enhance the area. Retains existing Pohutukawa. Removes outdoor dining area at Café Vista.	
Improve the level of service for pedestrians	Significantly widens the north side footpath and remove bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings. Removal of flush median makes crossing harder	
Substantially improve the level of service for cyclists	Very good improvement for cyclists. Links well to adjacent shared areas	
At least maintain the level of service for people using buses	Peak period bus lanes	
Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel	Maintains two traffic lanes but removes the flush median	
Increase traffic calming	Slightly narrower 3.3m traffic lanes will have a minor calming effect. Volume not affected.	
Maximise the value of on-street parking through design	Maintains the south side layout outside peak periods. Significant north side parking loss mitigated through time restriction changes outside peak periods.	
Cost	\$400,000	
Staging	North and south sides need to be developed concurrently	

**Option 7 --- 6.6m wide footpath on north side, two-way cycleway on north side with trees amongst angle parking**



Objectives	Assessment	Score
Create a safe, universal design environment. Providing access for people of all requirements	Layout provides opportunities to improve safety and universal design	
Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park	Layout provides opportunities to enhance the area. Removes existing Pohutukawa. Retains outdoor dining area at Café Vista.	
Improve the level of service for pedestrians	No change to footpath widths. Removes bike conflicts on shared path.	
Substantially improve the level of service for cyclists	Very good improvement for cyclists. Links well to adjacent shared areas	
At least maintain the level of service for people using buses	No change to through bus services	
Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel	Maintains two traffic lanes and flush median	
Increase traffic calming	Slightly narrower 3.5m traffic lanes will have a minor calming effect. Volume not affected.	
Maximise the value of on-street parking through design	Maintains the south side layout. Minimal north side parking loss due to new/relocated trees. Can be mitigated through time restriction changes.	
Cost	\$1,000,000	
Staging	Changes on the north side only. No staging needed	

# 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	
Ellen Blake	Living Streets Aotearoa	
Alastair Smith	Cycle Aware Wellington	
Ken Burk	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

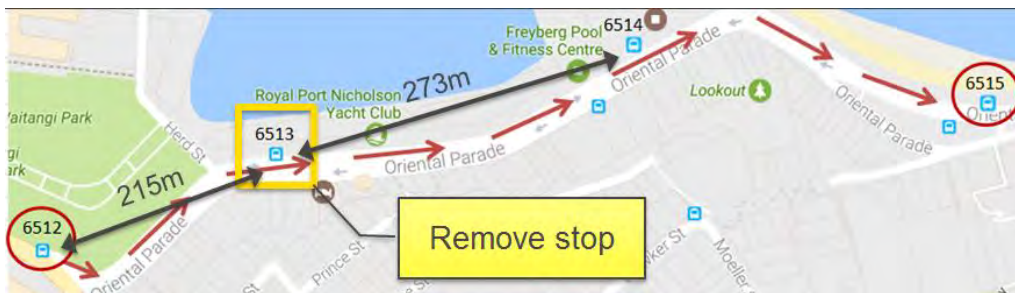
Joe provided an update on the further analyses that have been undertaken since the last workshop:

- 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

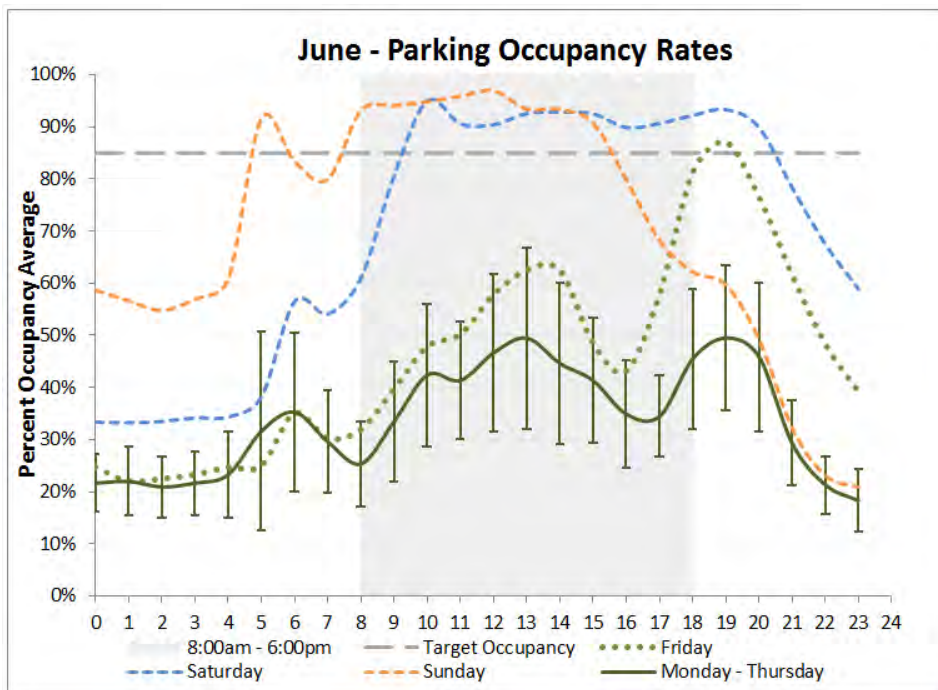
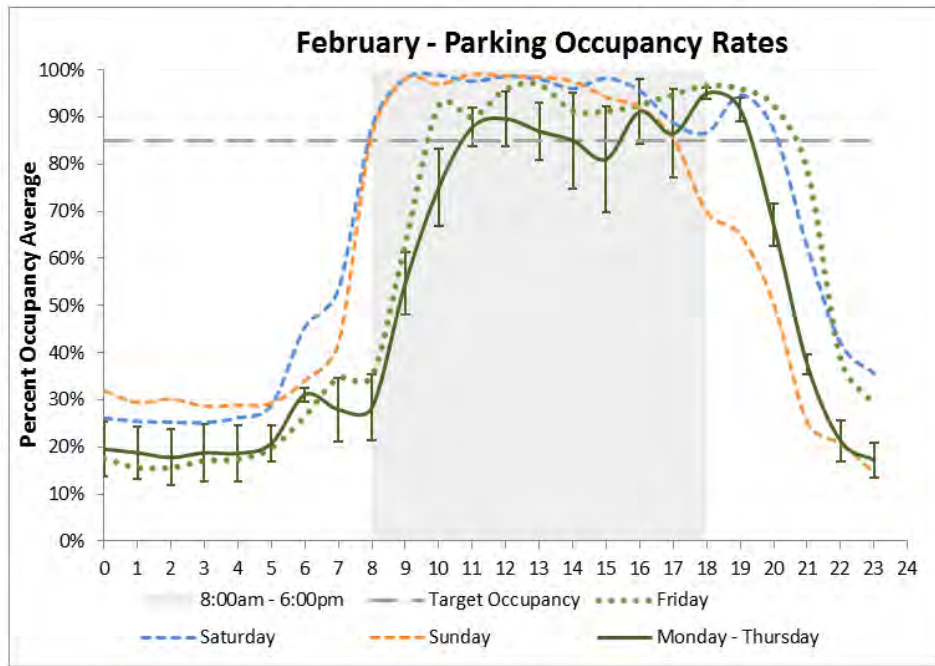
Based on the agreed scores and weightings for each key objective and each option, a ranking was then calculated using Excel spreadsheet. The top four options were: Option 8, Option 9, Option 10 and lastly Option 7. See Appendix C for details.

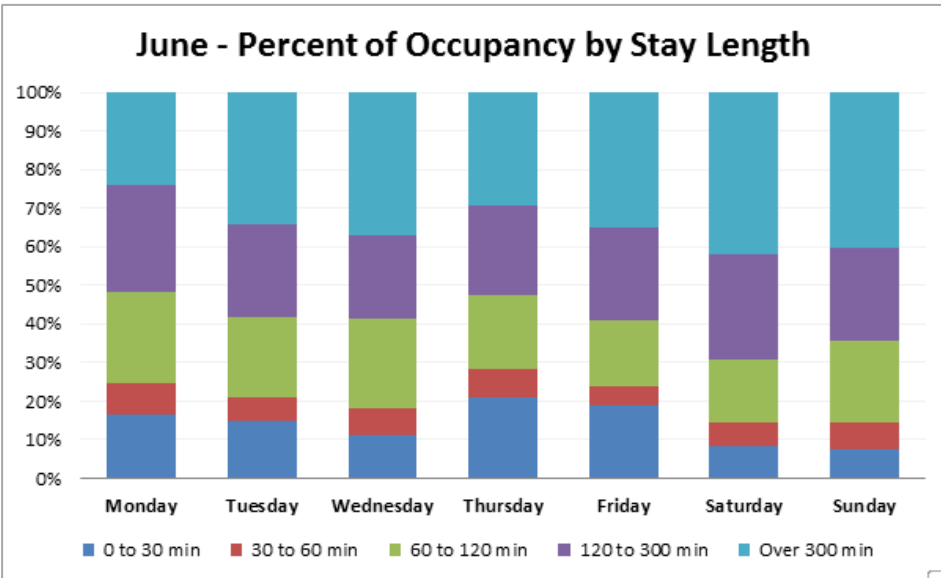
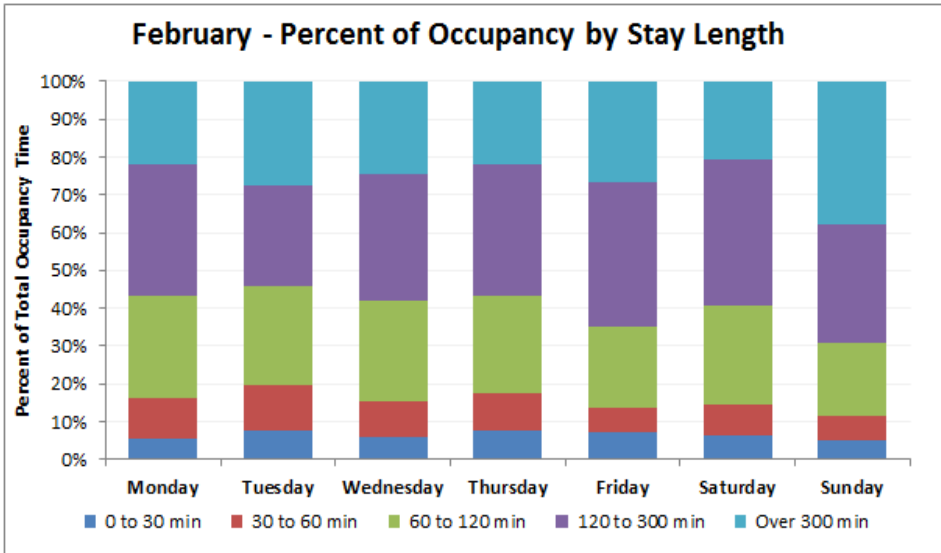
Conclusion

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

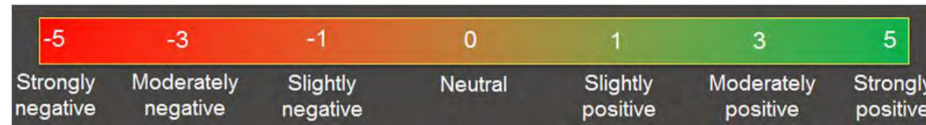


### Appendix A – Parking Occupancy Analysis





**Appendix B – Scores of the objectives**



Objectives	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 6.1	Option 7	Option 8	Option 9	Option 10
	5m footpath on both sides, two-way cycleway on north side	5m footpath on northside, 3m footpath on southside, two-way cycleway on north side and peak-hour bus lanes	5m footpath on northside, 4.5m footpath on southside, one-way bike lanes on each side	5m footpath on both sides, two-way cycleway on south side	5m footpath on northside, two-way cycleway on north side and one-way bike lane on south side	Existing footpaths, two-way cycleway on north side and peak-hour bus lanes. With Sharrows	Existing footpaths, two-way cycleway on north side and peak-hour bus lanes. Without Sharrows. 30km/h speed limit	6.6m wide footpath on northside, two-way cycleway on northside with trees amongst angle parking	10m wide footpath on north side, two-way cyclelane on north side, trees on 2.4m wide lane separator	Existing footpaths, two-way cycleway on north side, parallel parking, median	Existing footpaths, two-way cycleway on north side, angle parking, no median
Create a safe, universal design environment. Providing access for people of all requirements.	Layout provides opportunities to improve safety and universal design 2	Layout provides opportunities to improve safety and universal design 2	Layout provides opportunities to improve safety and universal design 2	Layout provides opportunities to improve safety and universal design 2	Layout provides opportunities to improve safety and universal design 2	Layout provides opportunities to improve safety and universal design 2	Layout provides opportunities to improve safety and universal design 2	Layout provides opportunities to improve safety and universal design 2	Layout provides opportunities to improve safety and universal design 2	Layout provides opportunities to improve safety and universal design 2	Layout provides opportunities to improve safety and universal design 2
Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park.	Layout provides opportunities to enhance the area. Will significantly impact existing Pohutukawa. Retains outdoor dining area at Café Vista. -4	Layout provides opportunities to enhance the area. Will significantly impact existing Pohutukawa. Removes outdoor dining area at Café Vista. -5	Layout provides opportunities to enhance the area. Will significantly impact existing Pohutukawa. Restricts outdoor dining area at Café Vista (0.2m narrower) -4	Layout provides opportunities to enhance the area. Will significantly impact existing Pohutukawa. Retains outdoor dining area at Café Vista. -4	Layout provides opportunities to enhance the area. Will significantly impact existing Pohutukawa. Removes outdoor dining area at Café Vista. -5	Layout provides opportunities to enhance the area. Retains existing Pohutukawa. Removes outdoor dining area at Café Vista. -4	Layout provides opportunities to enhance the area. Retains existing Pohutukawa. Removes outdoor dining area at Café Vista. -4	Layout provides opportunities to enhance the area. Removes existing Pohutukawa. Retains outdoor dining area at Café Vista. -2	Layout provides opportunities to enhance the area. Removes existing Pohutukawa. Retains outdoor dining area at Café Vista. 0	Layout provides opportunities to enhance the area. Retains existing Pohutukawa. Removes outdoor dining area at Café Vista. 1	Layout provides opportunities to enhance the area. Retains existing Pohutukawa. Removes outdoor dining area at Café Vista. 1
Improve the level of service for pedestrians.	Slightly widens the north side footpath and removes bike conflicts. Widens the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings 3.0	Slightly widens the north side footpath and removes bike conflicts. Slightly widens the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings. Removal of flush median makes crossing harder 3.0	Slightly widens the north side footpath and removes bike conflicts. Widens the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings 2.9	Slightly widens the north side footpath and removes bike conflicts. Widens the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings 3.8	Widens the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings 2.4	Maintains the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings 3.1	Maintains the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings 3.1	Moderately widens the north side footpath. Removes bike conflicts on shared path. 3.1	Significantly widens the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings. 5	Maintains the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings 3.1	Maintains the north side footpath and removes bike conflicts. Retains the south side footpath. Slight decrease in LoS at bus stops and pedestrian crossings 2.3
Substantially improve the level of service for cyclists.	Very good improvement for cyclists. Links well to adjacent shared areas on north side only 4	Very good improvement for cyclists. Links well to adjacent shared areas on north side only 4	Good improvement for cyclists but significant conflict/delays at transition areas 2	Good improvement for cyclists but significant conflict/delays at transition areas 1	Very good improvement for cyclists. Links well to adjacent shared areas. Eliminates transition area conflicts 5	Very good improvement for cyclists. Links well to adjacent shared areas on north side only 4	Very good improvement for cyclists. Links well to adjacent shared areas on north side only 4	Very good improvement for cyclists. Links well to adjacent shared areas on north side only 3	Very good improvement for cyclists. Links well to adjacent shared areas on north side only 4	Very good improvement for cyclists. Links well to adjacent shared areas on north side only 4	Very good improvement for cyclists. Links well to adjacent shared areas on north side only 3
At least maintain the level of service for people using buses.	No change to through bus services 0	Peak period bus lanes 5	No change to through bus services 0	No change to through bus services 0	No change to through bus services 0	Peak period bus lanes 5	Peak period bus lanes 5	No change to through bus services 0	No change to through bus services 0	No change to through bus services 0	No change to through bus services 0
Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel.	Maintains two traffic lanes and flush median 0	Maintains two traffic lanes but removes the flush median 3	Maintains two traffic lanes and flush median 0	Maintains two traffic lanes and flush median 0	Maintains two traffic lanes and flush median 0	Maintains two traffic lanes but removes the flush median -1	Maintains two traffic lanes but removes the flush median -1	Maintains two traffic lanes and flush median 0	Maintains two traffic lanes and flush median 0	Maintains two traffic lanes and flush median 0	Maintains two traffic lanes but removes flush median -3
Increase traffic calming.	Slightly narrower 3.5m traffic lanes will have a minor calming effect. 1	Slightly narrower 3.5m traffic lanes with 30km/h will have a moderate calming effect. 3	Narrower 3.0m traffic lanes will have a moderate calming effect. 3	Slightly narrower 3.5m traffic lanes will have a minor calming effect. 1	Slightly narrower 3.5m traffic lanes will have a minor calming effect. 1	Slightly narrower 3.3m traffic lanes will have a minor calming effect. 1	Slightly narrower 3.3m traffic lanes will have a minor calming effect. 3	Slightly narrower 3.5m traffic lanes will have a minor calming effect. 1	Slightly narrower 3.2m traffic lanes will have a minor calming effect. 1	Slightly narrower 3.2m traffic lanes will have a minor calming effect. 1	Slightly narrower 3.3m and 3.7m traffic lanes will have a minor calming effect. 1
Maximise the value of on-street parking through design.	Maintains the south side layout. Significant north side parking loss mitigated through time restriction changes. -3	Maintains the south side layout outside peak periods. Significant north side parking loss mitigated through time restriction changes outside peak periods. -4	Maintains the south side layout. Significant north side parking loss mitigated through time restriction changes. -3	Maintains the south side layout but reduces car parks for visibility at driveways. Significant north side parking loss mitigated through time restriction changes. -3	Maintains the south side layout but reduces car parks for visibility at driveways. Significant north side parking loss mitigated through time restriction changes. -3	Maintains the south side layout outside peak periods. Significant north side parking loss mitigated through time restriction changes outside peak periods. -4	Maintains the south side layout outside peak periods. Significant north side parking loss mitigated through time restriction changes outside peak periods. -4	Maintains the south side layout. Minimal north side parking loss due to new/relocated trees, can be mitigated through time restriction changes. -1	Maintains the south side layout. Significant north side parking loss mitigated through time restriction changes. -3	Maintains the south side layout. Significant north side parking loss mitigated through time restriction changes. -3	Maintains the existing parking layout. 0

Cost	\$1,600,000	\$1,500,000	\$1,600,000	\$1,600,000	\$1,400,000	\$800,000	\$800,000	\$1,400,000	\$1,600,000	\$800,000	\$800,000
Staging	North and south sides can be developed independently	North and south sides need to be developed concurrently	North and south sides need to be developed concurrently	North and south sides need to be developed concurrently	North and south sides need to be developed concurrently	North and south sides need to be developed concurrently	North and south sides need to be developed concurrently	Changes on the north side only. No staging needed	Changes on the north side only. No staging needed	Changes on the north side only. No staging needed	Changes on the north side only. No staging needed

# Appendix C – Weighting and Ranking

### Oriental Bay Cycle Connection - Option Ranking

	Objectives	Working group weighting	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 6.1	Option 7	Option 8	Option 9	Option 10
			5m footpath on both sides, two-way cycleway on north side	5m footpath on northside, 3m footpath on southside, two-way cycleway on north side and peak-hour bus lanes	5m footpath on northside, 4.5m footpath on southside, one-way bike lanes on each side	5m footpath on both sides, two-way cycleway on south side	5m footpath on northside, two-way cycleway on north side and one-way bike lane on south side	Existing footpaths, two-way cycleway on north side and peak-hour bus lanes. With Sharrows	Existing footpaths, two-way cycleway on north side and peak-hour bus lanes. Without Sharrows. 30km/h speed limit	6.6m wide footpath on northside, two-way cycleway on northside with trees amongst angle parking	10m wide footpath on north side, two-way cyclelane on north side, trees on 2.4m wide lane separator	Existing footpaths, two-way cycleway on north side	Existing footpaths, two-way cycleway on north side, angle parking, no median
Place	Create a safe, universal design environment. Providing access for people of all requirements.	0%	2	2	2	2	2	2	2	2	2	2	2
	Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park.	350%	-4	-5	-4	-4	-5	-4	-4	-2	0	1	1
Pedestrian	Improve the level of service for pedestrians.	350%	3	3	3	4	2	3	3	3	5	3	2
Cycle	Substantially improve the level of service for cyclists.	350%	4	4	2	1	5	4	4	3	4	4	3
Public Transport	At least maintain the level of service for people using buses.	0%	0	5	0	0	0	5	5	0	0	0	0
Cars	Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel.	300%	0	-3	0	0	0	-1	-1	0	0	0	-3
Traffic Calming	Increase traffic calming.	400%	1	3	3	1	1	1	3	1	1	1	1
Parking	Maximise the value of on-street parking through design.	200%	-3	-4	-3	-3	-3	-4	-4	-1	-3	-3	0
<b>Total score working group weighting</b>			9	2	9	1	6	4	12	16	30	26	17
<b>Rank working group weighting</b>			7	10	6	11	8	9	5	4	1	2	3

# Oriental Bay Connections

## Workshop 5 Minutes

**Meeting:** Oriental Bay Connections Working Group Workshop 5

**Venue:** Level 2 Conference Room, Wellington Main Library **Date:** Monday, 17 July 2017

**Time:** 6.00 – 8.30 pm

Name	Organisation	Background/ Areas of interest
Andy Thomson	Oriental Bay Residents' Association	President of OBRA
Rosemary Bradford	Oriental Bay Residents' Association	
John Larkindale	Oriental Bay Residents' Association	
Peter Hadfield	Oriental Bay Residents' Association	
Jill Aden	Oriental Bay Residents' Association	
Judith Doyle	Oriental Bay Residents' Association	
Jackie Pope	Oriental Bay Residents' Association	
Alistair Smith	Cycle Aware Wellington	
Ellen Blake	Living Streets Aotearoa	
Cllr. Sarah Free	Wellington City Council	Walking & Cycling Portfolio Councillor
Cllr. Chris Calvi-Freeman	Wellington City Council	Transport Strategy Portfolio Councillor
Bridget Parrott	Wellington City Council	Observation
Penny Harding	Wellington City Council	Observation
Charmead Schella	Wellington City Council	Observation
Bernarr Alexander	Wellington City Council	Project Engagement Officer
David Huang	Jacobs	Project Designer

### Opening

Bernarr opened the meeting at 18:10 with a brief introduction and recap from the previous workshops.

### Agenda

Bernarr discussed the agenda of the workshop:

- Presentation of 4 options developed from the previous workshops
- Individual evaluations of options activity
- Group evaluation of posted comments from individual evaluations activity
- Group “red dot” vote on preferred options

## Design Options

A number of different design options have been explored with the following 4 options brought forward:

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



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



Option 7 - 6.6m wide footpath on north side, two-way cycleway on north side with trees amongst angle parking



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





### **Individual Evaluation**

The attendees were engaged in an individual evaluation activity, providing comments and feedback on each of the 4 options with WCC officers and Jacobs representatives answering questions and providing data as requested.

### **Group Discussion**

The workshop members then reviewed and discussed the different comments and issues raised through the individual evaluation process, providing insight to the different views from community members.

### **Group “Red Dot” Evaluation**

The workshop members were engaged in a “red dot” evaluation process, allowing members 3 red dots each to grade the options, placing none, the least or the most dots on the option/s they approved of. Overall, the process showed a majority of attendees approved option 9.

### **Next Steps**

Based on the analyses and discussion from this 5<sup>th</sup> workshop, WCC officers will recommend 1 or 2 options for public consultation.

### **Conclusion**

Meeting concluded at 20.45.

# Oriental Bay Connections

## Workshop 6 Minutes

**Meeting:** Oriental Bay Connections Working Group Workshop 6

**Venue:** The Noel Manthel Boardroom, Royal Port  
Nicholson Yacht Club, 103 Oriental Parade

**Date:** Wednesday, 27 September 2017

**Time:** 6.00 – 7.50 pm

The sixth workshop of the Oriental Bay Connections Working Group was held from 6:00-7:50 pm on Wednesday, 27 September 2017 at The Noel Manthel Boardroom, Royal Port Nicholson Yacht Club in Oriental Bay. The attendees at the sixth workshop were:

Name	Organisation	Background/ Areas of interest
Angela Rothwell	Mt Victoria Residents' Association	
Ken Burk	Chaffers Marina	Manager of Chaffers Marina
Annette Farrington	Royal Port Nicholson Yacht Club	
Pedro Morgan	Royal Port Nicholson Yacht Club	
Jason Reid	Royal Port Nicholson Yacht Club	
Ann Mallinson	Oriental Bay Residents' Association	
Rosemary Bradford	Oriental Bay Residents' Association	
Euan Playle	Oriental Bay Residents' Association	
Andy Thomson	Oriental Bay Residents' Association	President of OBRA
John Larkindale	Oriental Bay Residents' Association	
Peter Hadfield	Oriental Bay Residents' Association	
Jill Aden	Oriental Bay Residents' Association	
Judith Doyle	Oriental Bay Residents' Association	
Jackie Pope	Oriental Bay Residents' Association	
Everard Aspell	Oriental Bay Residents' Association	
Ellen Blake	Living Streets Aotearoa	
Simon Kennett	NZ Transport Agency	
Cllr. Sarah Free	Wellington City Council	Walking & Cycling Portfolio Councillor
Cllr. Iona Pannett	Wellington City Council	Ward Councillor
Cllr. Nicola Young	Wellington City Council	Ward Councillor
Bridget Parrott	Wellington City Council	Observation
Lyn Murphy	Wellington City Council	Observation
Penny Harding	Wellington City Council	Observation
Paul Barker	Wellington City Council	Planning Manager Network Improvements
Daniel Cairncross	Wellington City Council	Project Manager
Bernarr Alexander	Wellington City Council	Project Engagement Officer
David Huang	Jacobs	Project Designer

## **Opening**

Bernarr opened the meeting at 18:08 with a brief introduction.

## **“How we got here?”**

Paul Barker, Planning Manager Network Improvements at WCC explained how the project got to the current stage-

- An overview of the Wellington City Urban Cycleways Programme (WUCP)
- Morrison Low Review of the WUCP
- The refreshed WUCP gave Bays Connections route the priority. This route included part of Oriental Parade, Evans Bay Parade and Cobham Drive
- This project covers Oriental Parade from Herd Street to Freyberg Pool & Gym
- The current level of service for people who walk or cycle is poor

## **Timeline**

Bernarr discussed the timeline of the project:

- Unanimous council approval of investment in Great Harbour Way (August 2016)
- Development of Issues Report by Jacobs (December 2016)
- Community Working Group Sessions (May 2017 – present)
- Community Engagement/Consultation (October - November 2017)
- Council approval
- Detailed design and Implementation
- Monitoring and review

## **‘Why change?’**

Bernarr explained the main drivers for change at Oriental Bay. They included:

- City growth → more travel → more congestion
- Better transport choices whether by car, bus, foot, or bike
- More cycling leads to many positive outcomes particularly health and safety
- Most people want to ride. Previous survey showed 76% of Wellingtonians would ride a bike if protected bike lanes were installed.

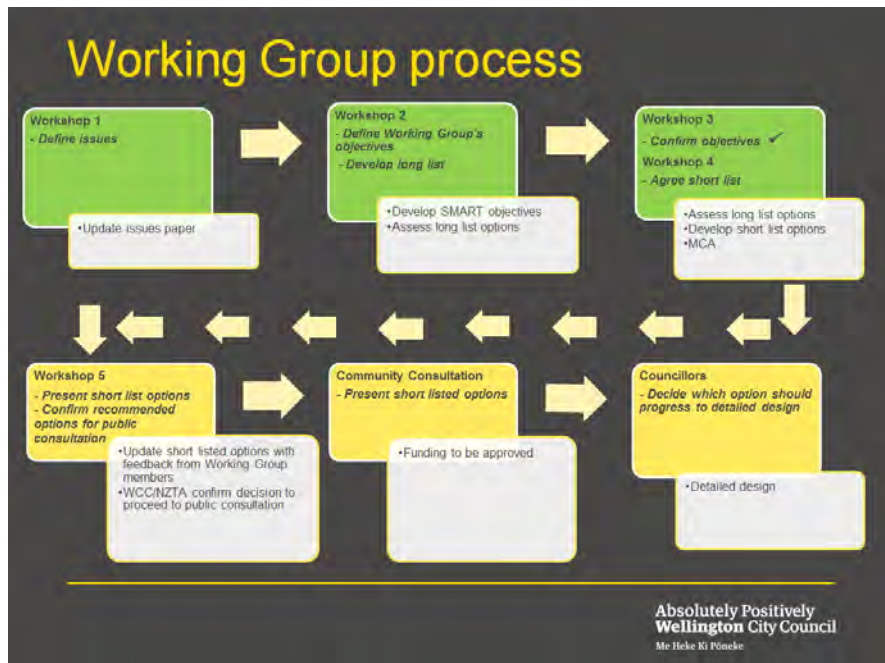
Some attendees questioned the origin and accuracy of the number “76%”. WCC officers explained that the statistics came from the surveys undertaken with 400 members of the public as part of the ‘Cycle Demand Analysis’ study undertaken a few years ago. This survey indicated the public had a strong interest in cycling if a high-quality cycle infrastructure were provided.

Bernarr also explained the result from the recent additional parking analysis. Data recorded by the new parking sensors was used. 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.

## Working Group Process

A flow chart showing the working group process was presented. Five workshops have been completed and the current workshop is the last one before the public consultation.



## Project Objectives

Bernarr explained that the project objectives agreed by the working group were:

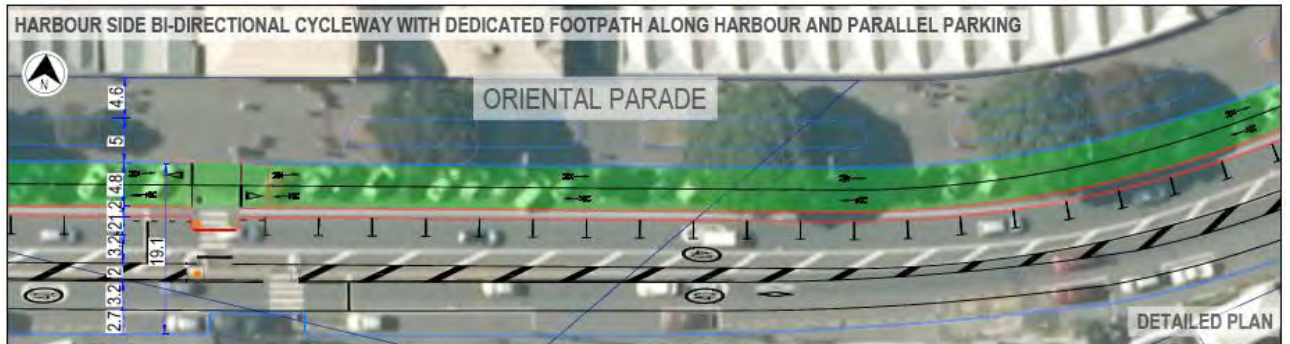
- Create a safe, universal design environment, providing access for people of all requirements
- Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park
- Improve the level of service for pedestrians
- Substantially improve the level of service for cyclists
- Maintain the level of service for people using buses
- Maintain an acceptable level of service for transport requiring access, e.g. transport that cannot use Mt Victoria tunnel
- Increase traffic calming
- Maximise the value of on-street parking through design

## Design Options

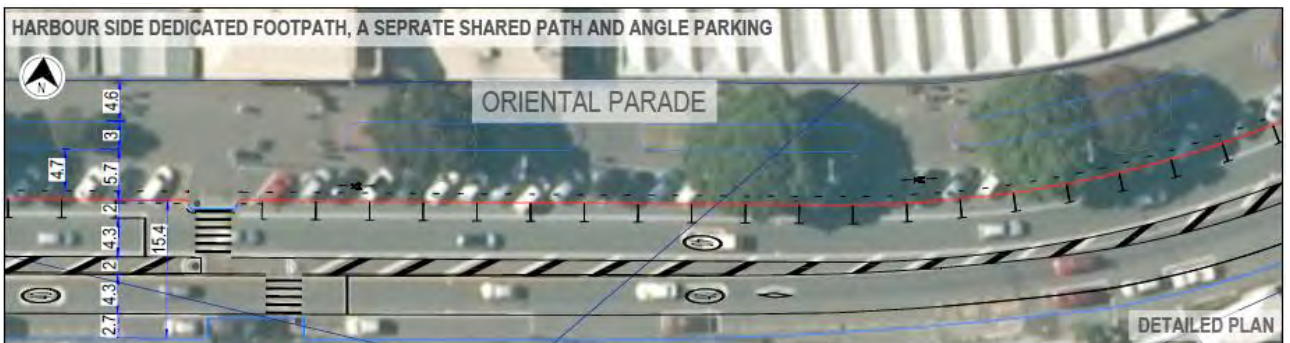
A number of different design options have been explored. They include:

- 7 options developed by the working group
- 4 blended options
- 4 shortlist options were selected from the 11 longlist options by the working group. They are options A, B, C and D

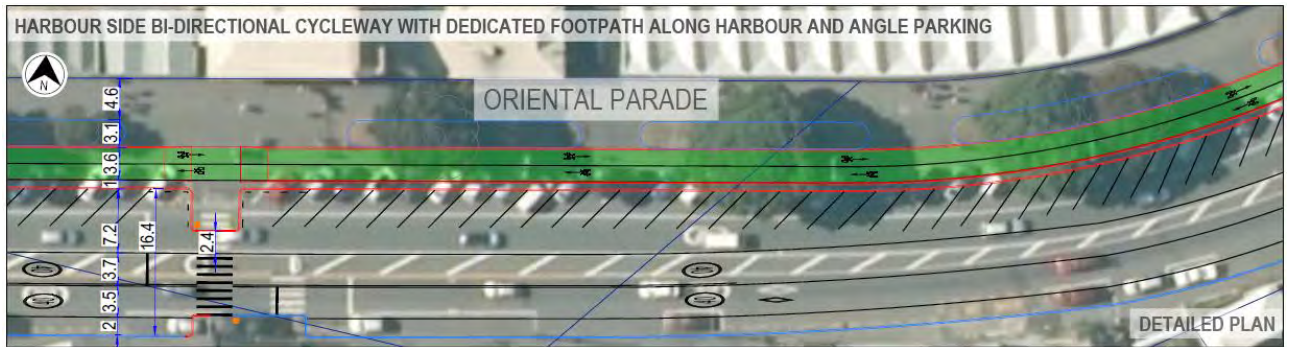
- Option A: Harbour side bi-directional cycleway with dedicated footpath along harbour and parallel parking



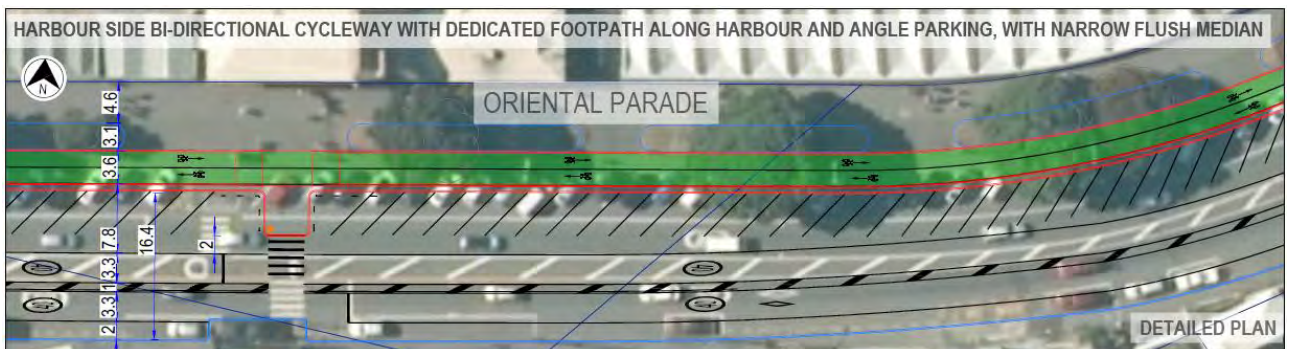
- Option B: Harbour side dedicated footpath, a separate shared path and angle parking



- Option C: Harbour side bi-directional cycleway with dedicated footpath along harbour and angle parking



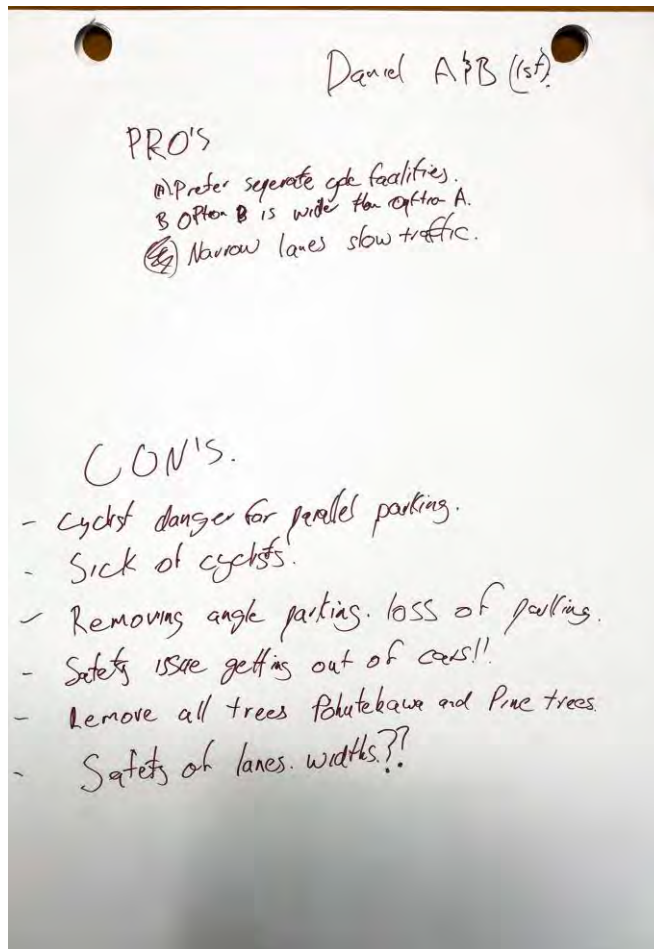
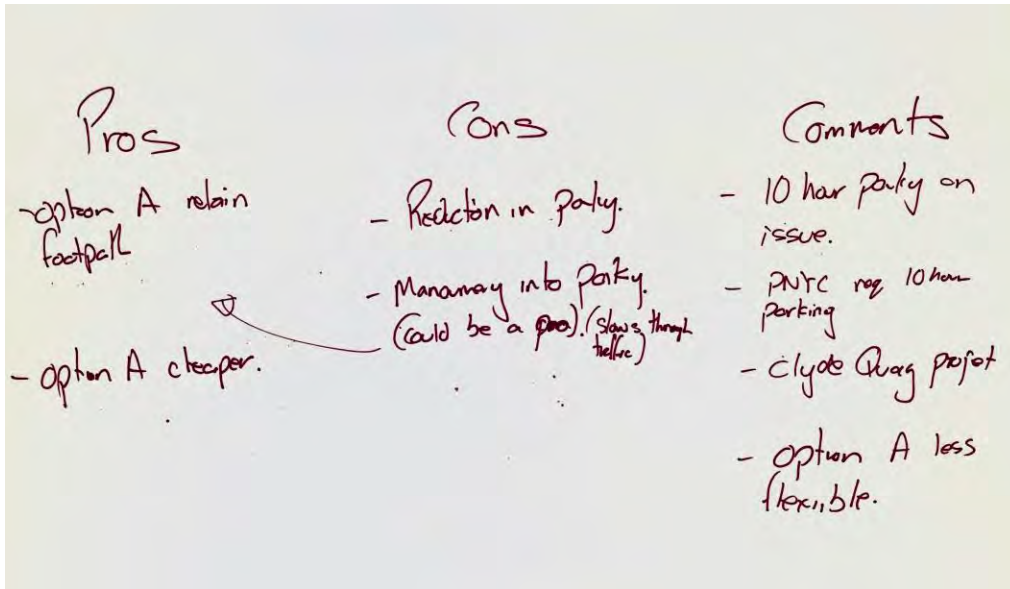
- Option D: Harbour side bi-directional cycleway with dedicated footpath along harbour and angle parking, with narrow flush median



## Group Discussion

The attendees were then divided into two groups to review all four design options. Pros and cons of each option were discussed.

## Workshop Group Notes for Options A & B



Workshop Group Notes for Options C & D

PROS	CONS	COMMENTS
<ul style="list-style-type: none"> <li>- Safe for passengers/driver getting in and out of parked cars</li> <li>- option D makes use of</li> <li>- Ped Xing - Median removal would mean slower traffic</li> <li>- Number of spaces good</li> </ul>	<ul style="list-style-type: none"> <li>- Narrow median.</li> <li>- Children getting out of car here to step into cycleway</li> <li>- deliveries have to be made across cycleway.</li> <li>- reduction in manoeuvring space.</li> </ul>	<ul style="list-style-type: none"> <li>- <del>##</del> Remove trees - put into parking bay.</li> <li>- Loading zone road adjacent to Xing</li> </ul>

Angle Parks.	
Pros	Cons.
<ul style="list-style-type: none"> <li>- Maintains Angle parks.</li> <li>- Maintain median. Right turning: Traffic calms Assist Peds crossings</li> <li>- Supports 2 Hour parking. [4 hours on weekend]</li> </ul>	<ul style="list-style-type: none"> <li>- Narrow Buffer to save space.</li> <li>- Option D - Not much space behind cars.</li> </ul>
Comment	
<ul style="list-style-type: none"> <li>- Raise pathway to top of garden.</li> <li>- Cyclist give way to Pedestrians at zebra crossings.</li> <li>- Turning Bay at Hotel.</li> <li>- Reverse in parking.</li> </ul>	



### **Next Steps**

Based on the analyses and discussion from this 6<sup>th</sup> workshop, WCC officers will recommend two to three options for public consultation. Bernarr also explained the approximate project timeline:

- Community Consultation – 24 October 2016
- Traffic Resolution – February/March 2018
- Council Review – May 2018
- Detailed design with Safety Audit – Mid 2018
- Installation and monitoring – 2018 to 2019

### **Conclusion**

Meeting concluded at 19.50. WCC to send out meeting minutes.

### **Specific comments recorded during the workshop**

- Some attendees suggested the parking change would not affect the residents as much as the visitors to Oriental Bay;
- Royal Port Nicholson Yacht Club spent around \$6,000 to repair the pipelines damaged by the roots of Pohutukawa trees;
- When discussing the flush median, one attendee said that there were not too many driveways/entrances on the southern side of Oriental Parade. The other attendee disagreed and stated the driveway at Copthorne Hotel was always busy with a lot of vehicle movements;
- There was discussion regarding the replacement of the Pohutukawa trees with new street trees.
- Ellen from LSA asked WCC officers to define what 'appropriate' is when considering mixing pedestrians with cycles; WCC officers explained this was mainly based on Austroad guide on pedestrian/cycle facilities.
- One attendee asked WCC to make sure drainage is carefully investigated and designed. Paul from WCC confirmed WCC will endeavour to ensure the kerb and channel work is future proofed for alternative parking and road marking layouts.