

Thorndon Quay Workshop 2

Minutes

Meeting:	<u>Thorndon Quay Working Group Workshop 1</u>		
Venue:	<u>The Woolstore, level 2, Thorndon Quay</u>	Date:	<u>19-April-2017</u>
		Time:	<u>18:00</u>

The second workshop of the Thorndon Working Group was held from 6:00pm–8:00pm on Wednesday 19th April 2017, at the Woolstore (262 Thorndon Quay). The attendees at the second workshop were:

Workshop facilitator
Workshop facilitator, project manager
Project designer, observation
Project designer, observation
Stakeholder – culture and heritage/iwi
Stakeholder – local residents association (traffic)
Stakeholder – advocacy group
Stakeholder – advocacy group
Stakeholder – local residents association
Stakeholder – commuter
Stakeholder – property owner
Stakeholder – business owner
Stakeholder – business owner
Stakeholder – business owner
Observation
Stakeholder – commuter
Stakeholder – advocacy group
Stakeholder – property owner

Councillor Calvert from Wellington City Council was in attendance for part of the meeting. Apologies were received from Councillor Free.

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

	Agenda Item	Owner
1	Welcome, revisit house rules, and communication etiquette	Charmead
2	Check-in	Charmead
3	Revisit why we are here? <ul style="list-style-type: none"> - Background - Present data - Discussions 	Jan / Sam
4	Summarise main themes identified at previous meeting	Charmead
5	Issues Paper feedback summary	Sam
6	Five Council investment objectives: <ul style="list-style-type: none"> - Level of Service - Achieve a high level of service for cyclists within an integrate transport network. - Network Efficiency - Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience. - Cycling Uptake - Cycling is a viable and attractive transport choice. - Cycle Safety - The crash rate, number and severity of crashes involving people on bikes is reduced. - Wellington City Improvements - Provide transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington. 	Jan
7	Define Thorndon Quay’s investment objectives to gauge options – possible suggestions: <ul style="list-style-type: none"> - Reduce travel speed through Thorndon Quay? - Create a safer environment for cars, pedestrians, cyclists, buses etc.? - Create an attractive destination for people to visit, reflecting the heritage of the area? - Make parking available for customers? - Provide reliable travel times for buses along Thorndon Quay? - Increase connectivity where possible? 	Jan
8	Opus to present a draft long list of possible options	Sam

9	Feedback on options: <ul style="list-style-type: none"> - What works and what doesn't - Suggest changes to options or new options 	All
---	--	-----

Discussions among working group members were mostly held following the above agenda items. These discussions are recorded in the sections below.

General

- Concerns were raised that there is not an equal balance between the types of stakeholders within the working group, and that through the process of democracy (majority rules), the concerns of some stakeholders would not be captured within this engagement process. However, the intention of these working group meetings is to share and discuss concerns, and that the concerns of all working group members should be captured as part of the engagement process, regardless of whether there is general consensus about a particular concern.
- There is a general desire among working group members to get to know each other better in a more informal setting, so that we can all better understand each other's' perspectives. It was suggested that some working group members would like the opportunity to present their own perspectives to give everyone a better background into why they are involved in the engagement process, and how the outcomes from this project might affect them. Nancy's Stitch Studio was volunteered as a suitable venue for this informal get-together.
- It was suggested that members of the public might like to be invited to listen to/observe (but not contribute to) the working group meetings. From an engagement perspective, the best method to facilitate engagement between the public and members of the Thorndon Working Group would be to invite the public to informally network with the Working Group members from 5pm-6pm at the Woolstore, prior to the commencement of the Working Group meetings. Members of the public would then leave before the Working Group meetings start.

Revisit why we are here

Background

The diagram below shows the proposed Thorndon Quay route in red, and the alternative Aotea Quay route in blue. Regarding the question of why Thorndon Quay was chosen as the route for cycling improvements rather than Aotea Quay, Wellington City Council has previously met to discuss the merits of each route. Key points from these discussions include that the Aotea Quay route is not currently suitable because land for a separated cycleway is not available within a short to medium term timeframe, and the traffic volumes, speeds and composition (i.e. heavy vehicle proportions) on Aotea Quay are not suitable to progress an unseparated cycleway. This decision was voted on at a full council meeting, with the decision being that Thorndon Quay would be developed in the short to medium term (up to 50 years).

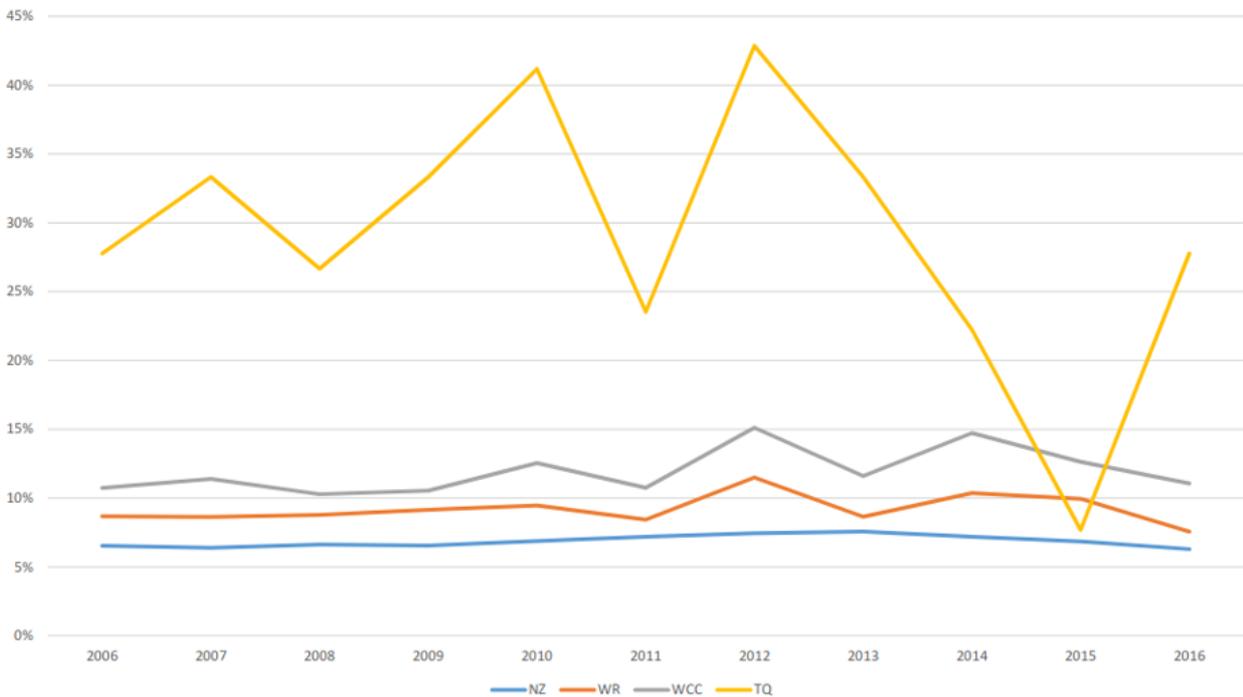
A recently completed port access study recommended that Aotea Quay is relocated to run directly adjacent to Thorndon Quay (land side of the Westpac Stadium). The time frame for this occurring was estimated to be less than 50 years. Councillors agreed that this should be considered the long term option for developing cycling facilities for this corridor.



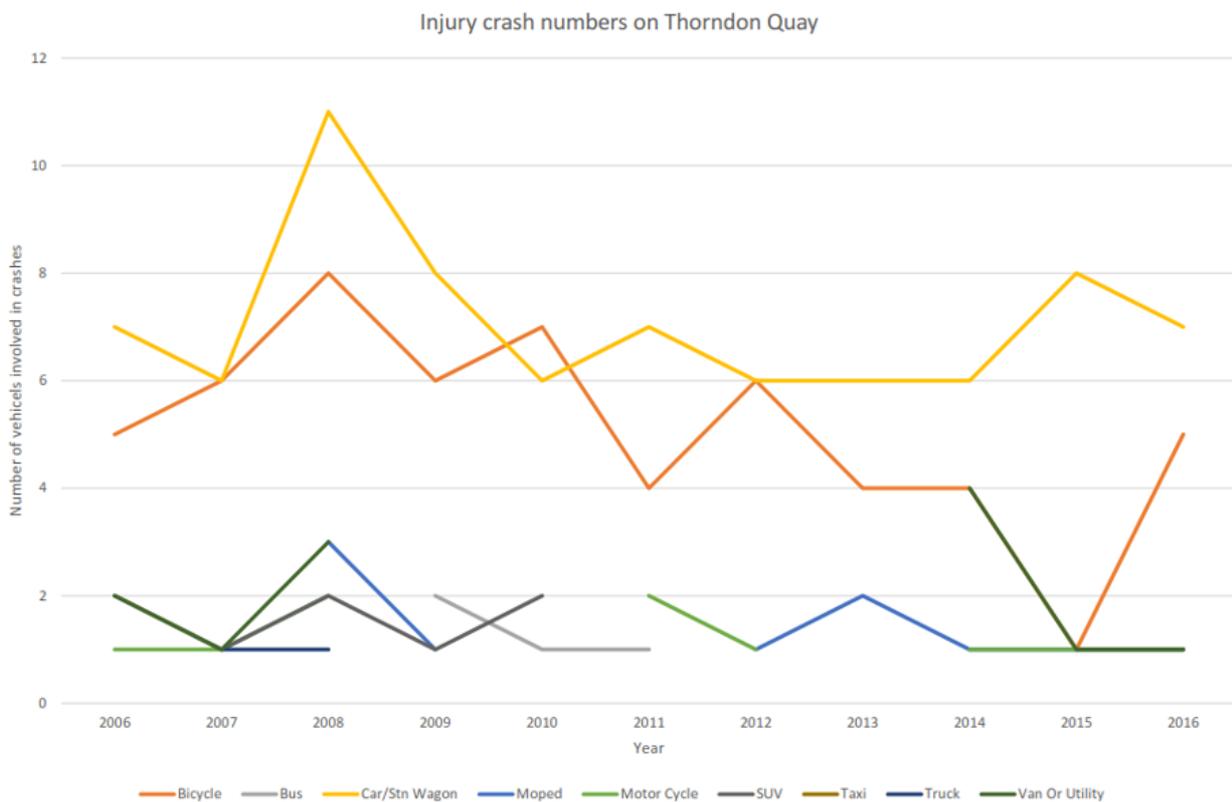
Current data

The graph below shows the proportion of cycle crashes per year as a proportion of all crashes on Thorndon Quay, in comparison to the same proportion for all roads in Wellington City, all roads in the Wellington Region, and the whole of New Zealand.

Proportion of injury cycle crashes on Thorndon Quay (as a proportion of all vehicle injury crashes) compared to Local, Regional and National proportions for urban areas

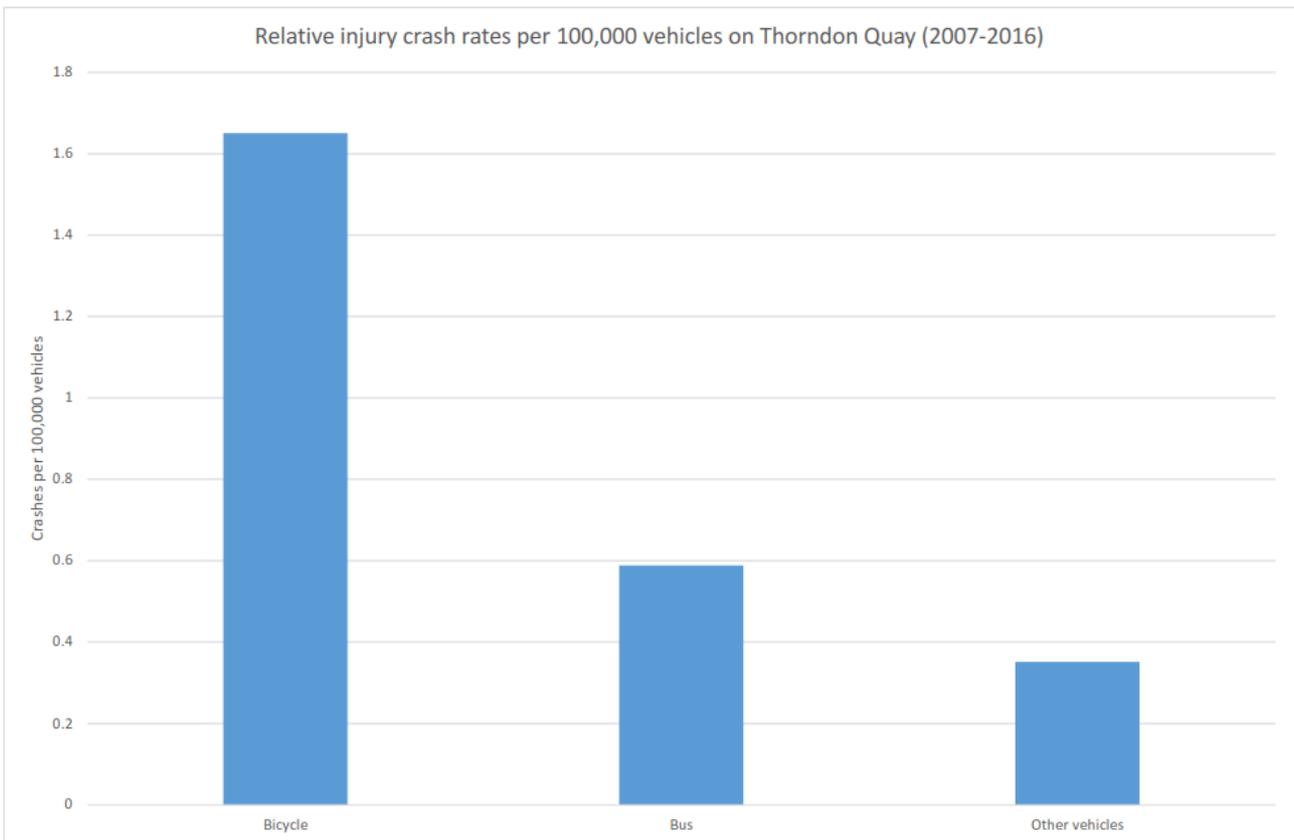


The graph below shows the number of injury crashes per year on Thorndon Quay by transport mode, including bicycle, bus, car/station wagon, moped, motorcycle, taxi, truck and van/utility vehicle transport modes.

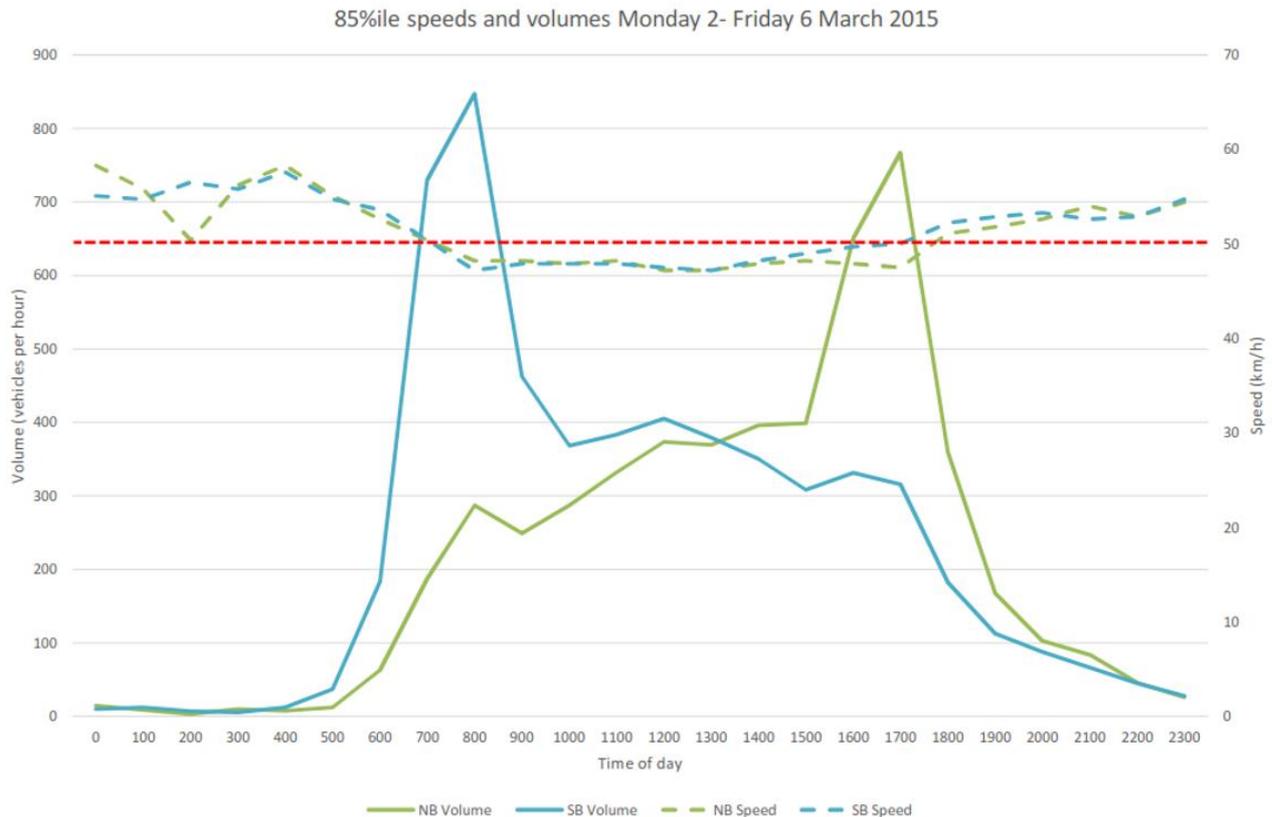


- Discussion of the above two graphs within the working group members mostly centred on how Thorndon Quay would be anticipated to have a higher proportion of cycle crashes compared to most other roads, because there are more cyclists using Thorndon Quay than there are most other roads. It was requested that this data be normalised by the number of cyclists to give a better understanding of the relative safety of Thorndon Quay as a route for cyclists. There is difficulty in doing this, because there is not extensive data available about how many cyclists use other sections of road, so there are few routes available where we could compare the number of crashes per cyclist to determine whether Thorndon Quay is more or less safe than average for cyclists.
- Another discussion point was that the above graphs are not convincing that Thorndon Quay is deserving of investment to make safety improvements for cyclists, because the number of cyclists and the number of other road users by mode has not been factored into the crash data. However, it was also discussed that there are still a large number of cyclist injury crashes on Thorndon Quay, and that whether or not Thorndon Quay is more or less safe for cyclists than an average street should not determine whether safety investment for cyclists is directed at Thorndon Quay, or elsewhere. The key issue is that cyclists are being injured on Thorndon Quay, and investment on Thorndon Quay is required to remedy this issue.

The graph below attempts to rationalise the reported crash numbers, displaying the number of crashes per 100,000 vehicles on Thorndon Quay. This indicates that a cyclist was almost 5 times more likely to be involved in a crash on Thorndon Quay than other vehicles between 2007 – 2016.



The graph below shows the 85th percentile traffic speeds and traffic volumes by time of day and direction of travel on Thorndon Quay between Monday 2nd March and Friday 6th March 2015.



- Clarification was sought on the location of the above survey (**post-meeting clarification – the site was outside the iRIDE store, not Bordeaux as first thought**). There was some concern that this speed data is not representative of traffic speeds on other sections of Thorndon Quay, with traffic speeds in the vicinity of the motorway flyover likely to be higher due to the proximity of the higher speed limit on Hutt Road.
- Various members of the Thorndon Working Group expressed a desire to follow a data / evidence – driven process for decision-making, and that if there is no evidence of crashes or high traffic speeds in a particular area of Thorndon Quay, then design changes in that particular area are not warranted to make safety improvements. However, it was noted that this approach does not take into account ‘near miss’ incidents, which are not captured within the crash data. Others believed that if we are aware of a safety issue at a particular location on Thorndon Quay, we should invest money into designs to resolve the issue, regardless of whether or not the issue has contributed to crashes on Thorndon Quay. There remains to be a difference in opinion as to whether an evidence-based/reactive approach should be followed, or an anecdotal/proactive approach.
- It was raised that there is a difference between actual safety issues and perceived safety issues, and how perceived safety issues can cause people to slow down and be more vigilant/take extra care, thus reducing the occurrence of crashes. This principle is often used with traffic-calming measures. Perceived safety issues are also seen as one of the major hurdles in Wellington restricting the uptake and attractiveness of cycling.

Main themes identified during Workshop 1

Key issues identified in Workshop 1 include how Thorndon Quay has some negative issues such as the bleak feeling, lack of greenery, unfriendly pedestrian environment, and how it feels unsafe and dangerous, but also some positives such as the mix of businesses, the uniqueness of having space and width along a road in Wellington, and the nature of Thorndon Quay as a destination precinct for homewares and furniture. A key point from the first workshop is that Thorndon Quay has potential to be a really cool place, with people who live there, work there, visit shops, and people who pass through to all enjoy being on Thorndon Quay.

Issues paper feedback

- Thorndon Quay Working Group members have been sending their feedback on the issues paper to Wellington City Council, with the feedback on various aspects of the issues paper being collated in a spreadsheet to be considered and addressed (**post meeting note – this spreadsheet has been circulated to the group**).
- There is a concern that the issues paper does not contain enough data and research to completely understand the issues on Thorndon Quay, and that Wellington City Council should spend more money exploring the issues. However, it was noted that the issues report is only tailored to capture transport issues, and that it is intended to provide an overview of transport issues rather than a detailed exploration of all issues.
- There is a concern that from an investment perspective, if an investor was to take the issues report to a bank as supporting evidence to justify investment in infrastructure, the bank would find the issues report does not provide satisfactory evidence to justify the business case for investment.
- Concern raised that the discussions in workshop 1 didn't include the fact that there is a fire station on Thorndon Quay, and that the Free Ambulance dispatches from Davis Street, so that option designs need to cater to emergency vehicle access.

Wellington City Council and NZTA objectives

- It was confirmed that this project is being undertaken within the Wellington City Council Cycling Framework 2015, and that it would be useful for members of the Thorndon Working Group to read this document. Charmead was to send all Thorndon Working Group members a link to read this document. Another document of interest is the NZTA review / refresh of Wellington City Council's cycling program (**post meeting note – both documents have been circulated to the group**).
- It was noted that the Wellington City Council Cycling Framework 2015 is not able to be reviewed / amended / added to by the Thorndon Working Group.
- The Wellington City Council Cycling Framework 2015 is a principles-based document. It provides the general direction that Wellington City Council would like to head in regarding cycling improvement investments; however we do not have to follow the guiding principles. The Thorndon Working Group is free to come up with whatever kinds of solutions we best see fit, as long as they align with the investment objectives below, which will then be put forward for public consultation, with the final decision on any solutions being made by Wellington City Council.

The Wellington City Council investment objectives for this project are as follows:

- **Level of Service** - Achieve a high level of service for cyclists within an integrated transport network.
- **Network Efficiency** - Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience.
- **Cycling Uptake** - Cycling is a viable and attractive transport choice.
- **Cycle Safety** - The crash rate, number and severity of crashes involving people on bikes is reduced.
- **Wellington City Improvements** - Provide transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington.

The NZ Transport Agency objectives for projects with investment contributions from the Urban Cycleway Fund are as follows:

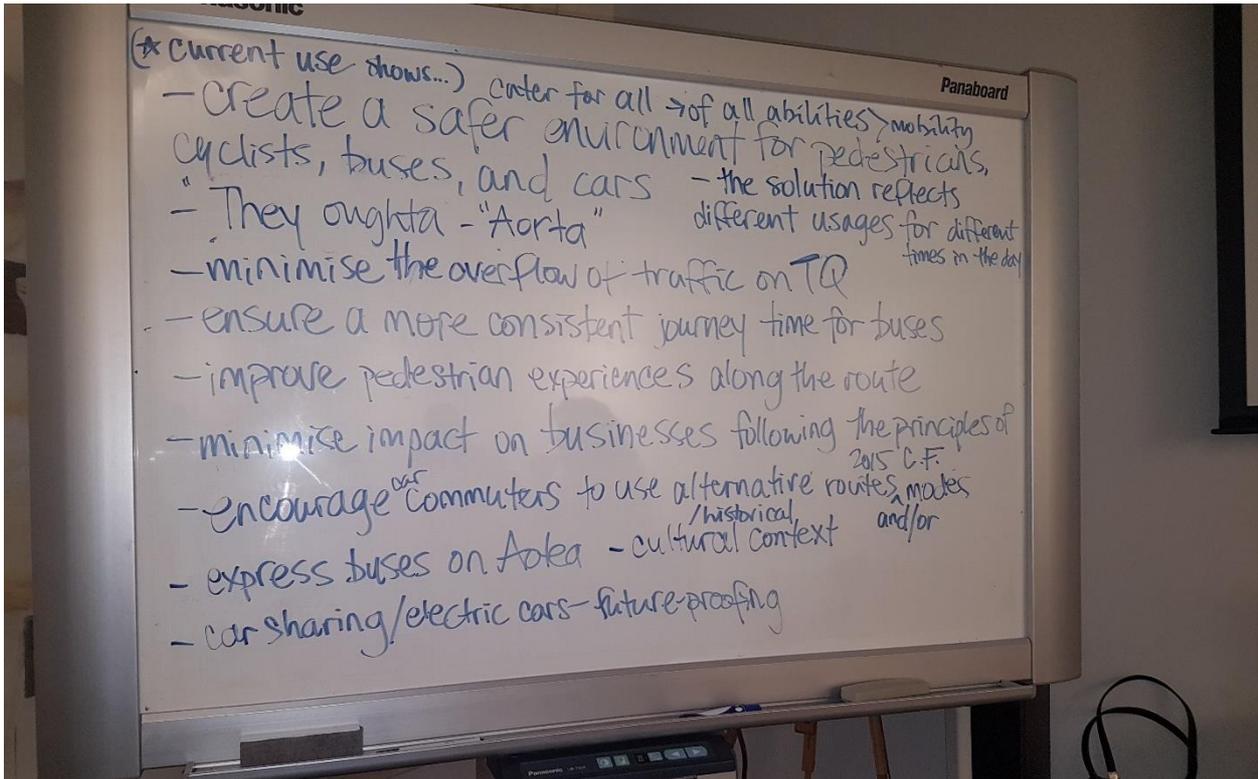
- Ability to deliver within timeframes
- Low-risk (avoiding areas of high uncertainty)
- Consenting
- Extent of car parking removal
- Achievable within timeframes
- Extent of prior engagement and momentum
- Buildability/complexity of construction
- Cost to implement and maintain

Thorndon Quay objectives

There was a significant amount of discussions about identifying the key issues that should be resolved and forming these into project objectives. The following ideas were put forward as a starting point:

- Reduce travel speed through Thorndon Quay.
- Create a safer environment for cars, pedestrians, cyclists, buses etc.
- Create an attractive destination for people to visit, reflecting the heritage of the area.
- Make parking available for customers.
- Provide reliable travel times for buses along Thorndon Quay.
- Increase connectivity where possible.

The ideas resulting from the working group discussions are summarised in the picture below.



- To create a safer environment for pedestrians, cyclists, buses and cars, catering to people of all abilities.
- A solution that allows flexibility in the use of space for people who most need it at different times of day.
- They oughta/aorta.
- To minimise the overflows of traffic on Thorndon Quay, by encouraging car commuters to use alternative routes and/or modes.
- Ensure a more consistent journey time for buses.
- Improve pedestrian experiences along Thorndon Quay.
- Minimise the impact on businesses, following the principles of the Wellington City Council Cycling Framework 2015.
- To have express buses on Aotea Quay.
- To have a future-proof solution, creating opportunities for car-sharing, electric cars, and allowing for larger buses in the design.
- To create an attractive destination for people to visit, reflecting the heritage of the area.

Draft long-list of options

It was originally planned that towards the end of the meeting, Opus would present a draft long list of possible options, with working group members to provide feedback on what works and what doesn't work, and to suggest changes to the options and propose new options (agenda items 8 and 9).

Due to the time constraints associated with holding a two-hour meeting and the valuable discussions held earlier in the meeting, it was initially decided that a draft long-list of options would be emailed out to all Thorndon Working Group members. **Since reviewing the progress made to date and the importance of the long list development, it has been decided that this be addressed in Workshop 3.**