
ISLAND BAY CYCLEWAY RECOMMENDATIONS

Purpose

1. This paper presents a recommended option to the City Strategy Committee (the Committee) for the reconfiguration of The Parade - Island Bay as a result of the Love the Bay and The Parade public engagement and consultation process, and to take it forward for detailed design and traffic resolution.

Summary

2. Following agreement at the 22 June 2017 meeting of the City Strategy Committee, a working party was established, which oversaw public consultation on four options for reconfiguration of The Parade and its cycleway.
3. The feedback resulting from the analysis of the 3763 submissions forms an important part of the proposed concept design, which this report presents to the Committee.
4. An independent review was undertaken by Morrison Low of the Love the Bay engagement and subsequent consultation. The purpose being to provide both the public and the Committee assurance that, while there were particular areas that could have been done differently, overall and given the circumstances the process undertaken can be relied on.

Recommendations

That the City Strategy Committee:

1. Receive the information.
2. Note the Morrison Low report, "Review of Island Bay Cycleway Re-engagement – August 2017".
3. Note the Research and Evaluation Team report, "Love the Bay – Delivering on the Cycleway, 2017. Analysis of Submissions".
4. As a result of engagement feedback and technical design, agree to adopt the design as indicated in Attachment One, p. 25 to 29 and Appendix B made up of the following elements:
 - a. Provision of a 1.5m wide separated kerbside cycleway, with the cycleway above road level on each side of The Parade. Colour options are to be investigated for marking the cycleway surface. A vertical kerb is proposed to separate parked vehicles from the cycleway, with a car door buffer zone of 900mm width adjacent to parallel parked vehicles.
 - b. Vertical separation between the cycleway and road, and the cycleway and pedestrian footpath is recommended to clearly define the separation of user facilities, and to discourage inadvertent pedestrian encroachment into the cycleway.
 - c. The kerb between the cycleway and pedestrian footpath is recommended to be well delineated with appropriate height, colour and material contrast to assist the visually and mobility impaired and reduce or remove any tripping hazard to pedestrians. The design of the kerb face is also recommended to be forgiving to ensure the safety of cyclists in the event a cyclist has to mount the kerb to avoid a hazard.

-
- d. Traffic lanes increase to 3.5m wide in the residential areas, 3.0m wide in the business area, and no flush median is proposed.
 - e. A minimum footpath width of 2.0m is recommended.
 - f. A full reseal of The Parade is proposed due to condition of the road surface and to remove ghost markings.
 - g. Individual parallel parking spaces along the residential section of The Parade will not be marked or delineated in this design. Instead; clear space for vehicles to park kerbside will be provided with minimal yellow no-stopping lines and end space markings.
 - h. Driveway setbacks are recommended to be maintained at 3m, the intersection setback for parking maintained at 30m. Potential relaxation of the recommended parking setbacks should be supported by a safety review at the design stage, agreeing the changes are acceptable and do not compromise the cycleway from a safety or service perspective, nor impact on the safety and ability of vehicles to exit driveways without crossing the centreline.
 - i. Angle parking is proposed to be reinstated outside the medical centre.
 - j. Three streets that could potentially accommodate an increase in on-street parking have been identified for further investigation; Mersey Street, Medway Street and Derwent Street.
 - k. The option also aims to maintain the existing kerbside parking provision between Medway Street and Avon Street within the business area. This objective would need to be confirmed through further detailed design.
 - l. Within the business area, the west side pedestrian footpath is proposed to be 4.6m in width, in order to maintain as far as practicable the outdoor dining space for local businesses.
 - m. Relocation of the following bus stops are proposed:
 - i. Relocating the current stop from 88 The Parade to 64 The Parade near Tamar St
 - ii. Relocating the current stop from 101 The Parade to 73 The Parade near Tamar St
 - iii. Relocating the current stop on the west side of The Parade at Humber Street across to the departure side (north side) of the intersection
 - n. The pedestrian crossing by The Empire Theatre to be retained in its current location. The safe walk to school crossing to be moved south, with a relocation of the bus stop and kerbside parking resulting. The pedestrian crossing at Humber Street will be reviewed during detailed design
 - o. The landscape and urban design treatment options are recommended to remain in the project design, with the aim to improve the amenity and quality of public space along the length of the Parade.
5. Note that this proposal allows for the potential new standard for cycleway priority at intersections to be realised early.
 6. Note the estimated cost total to be \$6.1 million (excl GST), and which includes 25% contingency. Costs will be refined through detailed design and independent cost estimation.

7. Note that the total estimated cost of \$6.1 million (excl GST) includes a full reseal of The Parade, estimated to cost from \$0.8M to \$1M (excl GST). Note that officers will liaise with New Zealand Transport Agency (NZTA) (as key partners in the Wellington City Cycleways Programme) to get feedback on the final design and layout, and to investigate any options for future co-funding of the cycleway.
8. Agree that detailed design and the traffic resolution process will commence for the adopted design.

Background

5. Adopted by the Council in 2015, the Wellington City Council - Cycleways Programme Master Plan and the Wellington City Council Cycling Framework¹ provide both the strategic imperative for implementing the Island Bay cycleway and outlines two primary objectives:
 - A safe and connected network
 - Increased cycling uptake
6. The Island Bay cycleway forms the first section of the Southern Connections Corridor to be developed, with the aim of connecting the South Coast with the CBD, an integral part of Wellington City's connected cycleway network.
7. This report updates Council on the outcomes of the re-engagement and consultation processes that have taken place on the Island Bay cycleway from June 2016 to August 2017, and proposes an option to be considered for detailed design and traffic resolution.

Discussion

Review of Island Bay Cycleway re-engagement

8. The following information is a summary of the review of the Island Bay Cycleway Re-engagement report findings. Refer to Attachment Two for the full report.
9. Morrison Low (ML) were commissioned in May 2016 to undertake a review² of Wellington City Council's Urban Cycleways Programme for the NZTA. That review made a number of recommendations regarding the Island Bay cycleway, with a particular emphasis on the need to re-engage with interested parties. In June 2016, Council followed through with those recommendations, and resolved to commence re-engagement with the Island Bay communities.
10. In August 2017, ML were again commissioned to review Council's progress on the re-engagement and consultation aspect of the programme, and to provide Council (and the community) with a level of comfort regarding the process that was undertaken.
11. The 2017 review process was a combination of a desktop research, engagement with stakeholders (including Island Bay residents and business owners), cycling groups, Council officers, elected members and other interested parties. The review was confined to consideration of the engagement process only and was not a technical review of the designs.
12. ML have noted that the refreshed engagement programme did not begin with a "clean slate" as most of the other cycleway programmes in Wellington have. It commenced in an environment where there were multiple parties with long held views and distrust in

¹ <https://wellington.govt.nz/services/parking-and-roads/cycling/cycling-master-plan-and-framework>

² <http://www.nzta.govt.nz/resources/review-of-wellington-city-councils-urban-cycleways-programme>

- Council. This created unique challenges for the re-engagement process, and meant a significant part of that process needed to focus on restoring trust between the communities of Island Bay and the Council.
13. Overall, the re-engagement process lasted over 12 months. In the report, ML refer to the re-engagement process as having two distinct stages. The first is the engagement stage, which occurred through the Love the Bay process and began in June 2016. The second stage was the formal consultation process which ran from 31 July 2017 to 13 August 2017.
 14. The review sought to answer a key question about the re-engagement process for the Island Bay cycleway, namely “*Was the re-engagement process robust and transparent?*”
 15. In order to answer this question, ML took into account the principles of engagement in the Local Government Act 2002 (LGA), and IAP2 guidance. In their opinion, the re-engagement process followed by Wellington City Council broadly conformed to the principles of engagement in the LGA and guidance from IAP2. ML reached this view having determined that:
 - Relevant information was available to all interested parties and multiple channels were available for providing input.
 - The Love the Bay process had a clear strategy and Terms of Reference.
 - The re-engagement process (June 2016 to August 2017) provided sufficient time to provide input.
 - During the 2 week consultation process, 3,763 submissions were received by Council.
 - The Council committed significant resources to the cycleway re-engagement, including hiring independent contractors to carry out facilitation of community workshops and a full time community engagement and communications advisor, as well as the allocation of existing resources to the project.
 - Council also endeavoured to retain independence throughout the process, to the extent that Council officers were not involved in developing the concept design options put forward for consultation.
 16. The review then considered whether the process met its intended objectives of “*rising above the discourse of the past*” and to “*design a solution that as many people as possible are as happy as possible with*”. ML noted that at the time of writing the report, a “solution” is yet to be determined. A number of decisions regarding key concerns for the communities of Island Bay still need to be made as the process moves from concept design to solutions.
 17. The review found that throughout the Love the Bay process, there were times when the first objective appeared to be met. It also appeared from the communities’ reaction to the four concept designs, that achieving the second objective may be difficult.
 18. The Kaikoura earthquakes put additional time pressure on the process, and progress on developing a vision for The Parade was perceived to have slowed. In the final stages of the Love the Bay process (insofar as it relates to The Parade) time pressures were introduced that may have affected the ability to communicate and engage with the communities.
 19. The key issues that influenced community acceptance with the concept designs include:
 - There was a significant amount of distrust in the communities following the implementation of the current cycleway and the engagement process that preceded that.

- Community had a lack of clarity about how their feedback was to be incorporated into the concept designs, and the process allowed differing community expectations to exist.
20. Communication of key aspects of the four concept designs was not clearly presented in the summary consultation document. For example:
- Trade-offs were not well articulated. For example, the trade-off between parking and safety/driveway setbacks. Further work and consultation will be part of that.
 - The cost of the options in the summary consultation document does not clearly separate out the costs of the “cycleway” and works to improve the amenity of The Parade.
 - How the ‘communities’ feedback had been incorporated into the four concept designs.
21. The review also found that:
- Outside of the consultation period/process, communication between Council and the communities was timely, clear and transparent.
 - The syndicate’s composition created challenges. The composition of the Love the Bay syndicate could have included a broader cross section of views from the communities of Island Bay, and a clearly neutral party or chairperson.
 - The Love the Bay workshops made a good attempt to develop a shared understanding of needs for The Parade, and the Design Objectives reflected these, however the objectives were often open to interpretation.
22. There is little evidence that Council’s own needs for The Parade were articulated through the process. In seeking to be, and perceived as being neutral, where Council had specific needs it did not appear to state them. The workshops attempted to illustrate the challenges faced by city planners, but may not have clearly expressed what an acceptable solution would look like for Council.
23. ML note that while the report findings may suggest that there were a number of failings in the process, to a large degree they considered that many of the issues were inherent in attempting to re-engage with communities that are discontent with Council. They also related largely to the consultation stage of the process, which was only one part of a much longer engagement process. ML observed that it is apparent that it would have been very difficult to regain trust from the communities and develop consensus.

Consultation process

24. Following completion of the Love the Bay engagement project, the City Strategy Committee noted the outcomes of the engagement and on 22 June 2017 agreed to establish a Councillor working party to oversee the development and delivery of the engagement and consultation plan and associated material encompassing the options for The Parade.
25. Tonkin+Taylor (T+T) was engaged to develop up to four design options for The Parade and cycleway, and to incorporate feedback from the Love the Bay project along with best practice and relevant council strategies and policies.
26. The working party consulted with key stakeholder groups, including the Island Bay Residents Association (IBRA), local Island Bay business representative and Cycle Aware Wellington (CAW), as part of developing the consultation strategy and approach.
27. Given the comprehensive engagement activities preceding the formal consultation, the working party and stakeholders agreed to a two-week consultation period, so as to

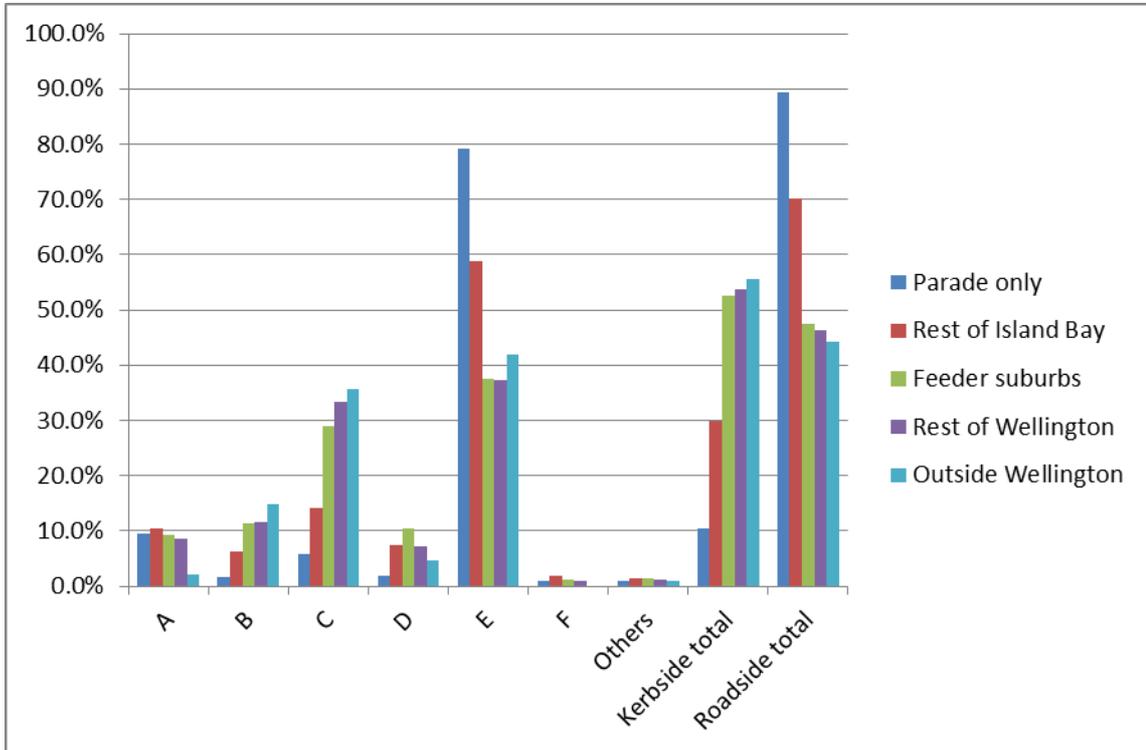
- maintain momentum and move towards the decision and implementation phases as soon as possible.
28. In an effort to obtain more nuanced and complete feedback, submitters were asked to rank designs in order of preference as well as the opportunity to provide broader feedback. Submitters were also asked to provide information on suburb of residence, relationship to Island Bay, and age to assist with greater understanding of how the submissions were represented in these areas.
 29. The working party and officers developed a summarised version of the four design options for the main consultation materials. This sought to balance communicating sufficient information against introducing bias by reinterpreting engineering advice. Frequently Asked Questions (FAQ) on the consultation website addressed more detailed aspects of the designs and the consultation process, and were updated throughout the consultation period.
 30. The summary and FAQ supported the substantive consultation material provided by T+T; the design report and related plans for each of the designs and included cost estimates for each.
 31. Following public feedback before and during the consultation the working party agreed to withhold personal information from publicly published submissions.
 32. The Council's Research and Evaluation team conducted the analysis of the submissions received, independent of officers involved in the engagement and consultation activities. To further ensure accuracy and transparency, an independent review of the analysis, methodology and results, was undertaken by the Christchurch based research firm, Research First.
 33. Due to the volume of submissions received and the need to ensure a demonstrably robust process was undertaken for analysis and review of the data, the working party agreed to move the decision on The Parade to the 27 September meeting of the City Strategy Committee.

Analysis of submissions

34. The following information is a summary of the Analysis of Submissions. Refer to Attachment Three for the full report. The online submissions are available on the Council website³.
35. Almost one quarter of Island Bay residents participated in the consultation (1991), which led to over half of the total submissions received (3763), being from the area. While this represents a strong response in the context of this consultation, equally over three quarters of the Island Bay population were either indifferent or chose not to participate. Submissions were also received from all parts of Wellington City and beyond.
36. The results illustrate that public sentiment about the future of the cycleway is situated within both a broader evolution of roading infrastructure to further support urban cycling, and a community passionate about its character and the wellbeing of people who live, work and travel in Island Bay.
37. Responses were diverse and honestly held, and are broadly overlaid by two clear responses, characterised as: **a conserving response** (revert to a roadside option) and **a progressing response** (establish a kerbside option). This distinction has a strong

³ <https://wellington.govt.nz/have-your-say/public-inputs/consultations/closed/love-the-bay---delivering-on-the-cycleway/submissions>

geographical influence with Option E (roadside option) strongly preferred by residents living on the cycleway itself and generally lessening in support the further away submitters are from it. In contrast, kerbside options become significantly more popular as physical distance from the cycleway increases.



Options and Kerbside - Roadside : Percentage of submitter first choice preferences from different geographical areas

- 38. **A conserving response** is a reaction to the change that has already taken place in Island Bay. These people are passionate about Island Bay, and the Parade – its residents, road users, shoppers, business owners, and critically, its feel. These people feel that the new cycleway has lessened the amenity of the Parade with negative impacts for these stakeholders. Supporters of this revert option talk of loss – a loss of safety for road users, a loss of character on the Parade, a loss of carparks with more at risk, a loss of businesses and business viability. Reverting back erases these losses: it brings back parking and will make people feel safe travelling the Parade again. Many “conserving” submitters argue that there was nothing wrong with the old wide road and painted cycle lane of the past.
- 39. Submitters commenting on a revert option positively associate the following with this option: carpark spaces, safety, cost, and the road width.

Theme Category	+ve/-ve	Number of mentions by submitters
Number of car parking spaces	positive	266
Safety	positive	184
Cost	positive	169

Roadside	positive	151
Traffic lane width	positive	94
Parallel parking	positive	81
Cycle lane buffer zone	positive	72
Visibility	positive	39
Parking proximity to services	positive	39
Safety	negative	20

40. **A progressing response** advocates for an evolution of the Parade and Wellington City streets generally towards safer cycling infrastructure that encourages cycling. Submitters want a kerbside option because it will be safe for cyclists and other road users and is best practice for future-proof cycling infrastructure. These submitters are looking to the future and saying that the benefits are worth the financial cost. They see a bigger picture of an urban cycleway from Island Bay through to the City. A number of these submitters were, or speak on behalf of, cycling families, children, and vulnerable cyclists. Some already like aspects of the current cycleway and want it improved.
41. For example option C, as the leading kerbside option was positively seen as safe, a strong example of a kerbside option, and provided appropriate components for safe cycling.

Theme Category	+ve/-ve	Number of mentions by submitters
Safety	positive	130
Kerbside	positive	99
Height of cycle path	positive	70
Cycle lane buffer zone	positive	51
Number of car parking spaces	negative	39
Footpath width	positive	32
Visibility	positive	32
Traffic lane width	positive	25
Cost	negative	25
Height of cycle path	negative	21

42. **In summary** there is very little support for the status quo cycleway. The way forward however is sharply divided between a conserving (of the pre-cycleway Parade) response, and a progressing response. The majority of Island Bay submitters say they want the old Parade back. They see the current cycleway as unsafe, bad for residents, businesses and travellers, with little upside for cyclists. The majority of other submitters

want a strengthened kerbside option which they see as safe for cyclists, necessary and ultimately good for all road users and Wellington City.

Advice to the Mayor's Office

43. The Mayor has received feedback from the public on the cycleway. This feedback has generated a number of considerations and subsequently the Mayor has requested further and independent assessment.
44. T+T have been separately engaged to develop a scheme for how those considerations could be responded to and be reflected in a cycleway on The Parade.
45. This report does not directly deal with this but rather it recognises a range of options and tradeoffs that officers and T+T have considered in the final proposal outlined in the recommendations.

Strategic setting for an Island Bay cycleway

46. Providing a safe and connected network to increase cycling uptake relies on the target user having access to an environment which is perceived to be safe and comfortable to operate in.
47. The NZTA Cycling Network Guidance (CNG) outlines a classification system that provides assistance with determining the target user group. The system *focuses on people's willingness to cycle for transportation as a function of perceived safety of cycling conditions, ie risk tolerance*⁴.
48. The system identifies that the largest potential target group that is most likely to result in uptake is the "Interested but Concerned". This group is described as keen to ride but cautious about doing so in some circumstances. They know how to ride in traffic but don't feel comfortable while doing it. They shouldn't be considered incompetent, just more risk averse.⁵



Figure 1 – NZTA - People Who Cycle Classification System

49. Providing a cycling facility that encourages the "interested but concerned" and meets their needs, by both addressing perceived safety challenges and importantly making it comfortable for them to ride, will most likely result in the uptake sought to in turn obtain return on investment.

Design Proposal

50. T+T were engaged with the primary objective being to develop a final proposal to put forward to the Council for consideration.

The proposal will:

⁴ <https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-network-guidance/cycle-network-and-route-planning-guide/principles/people-who-cycle/>

⁵ <https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-network-guidance/cycle-network-and-route-planning-guide/principles/people-who-cycle/#interested>

- Consider the consultation feedback with a focus on the qualitative data provided through the analysis of that feedback
 - Acknowledge the feedback from key stakeholders, including but not limited to:
 - Living Streets Aotearoa
 - IBRA
 - Interest groups
 - Tramways Union
 - The proposal will reflect the relevant and current policy settings and objectives, and best practice design guidance including but not limited to that of Wellington City Council and NZTA.
 - Encourage sustainable and active transport through safe, convenient, connected, and comfortable network provision.
51. The proposal honours the Love the Bay objectives:
- The Parade is safe for all users
 - The layout is intuitive and easy to understand
 - The Parade accommodates all current and future users
 - The visual environment is cohesive and clean
 - Central Island Bay is a pleasant, welcoming destination

Road Environment

52. The T+T report “The Parade – Island Bay Design Option Refinement” commissioned by the Council in September 2017 (Attachment One), and the earlier T+T report⁶, outlines the road user environment on The Parade.
53. The T+T Report references the relevant guidance tools from both the NZ Transport Agency and Austroads to define the level of separation of cyclists and motor vehicles given the volumes and average speed of motor vehicles along The Parade.
54. The Parade is an arterial road, generally with a speed limit of 50 kph, 30 kph through the shopping area, and at the north end nearly 10,000 vehicles per day use it. In view of the May 2016 records of traffic volume and motor vehicle speeds within the three sections of The Parade; south, mid and north, in order to provide an environment which supports a cycling facility, physical segregation or separate paths in all sections of The Parade is required (Attachment One, p. 10).

Recommended Facility

55. The T+T report notes the strongly divided preference between Island Bay and non-Island Bay residents: a roadside facility being the first choice option for the majority of residents submitting; and a kerbside facility is preferred by other communities.
56. As noted earlier (Submissions Analysis) the feedback has been interpreted as falling into two broad responses: conserving and progressing. The conserving response generally speaks to a cycleway on the roadside with a preference for reverting back to how The Parade was. This view was a high ranked preference for people reporting their connection to Island Bay as residents, regular visitors, local business owners and ‘others’.
57. However as identified previously, a roadside cycleway conflicts with the objectives and assumptions which state that protected bike lanes will be used along main routes with high volumes of vehicles. Further, the NZTA Cycling Network Guidance recommends protected kerbside bike lanes along the entire length of The Parade.

⁶ Design Report: The Parade – Island Bay <https://wellington.govt.nz/have-your-say/public-inputs/consultations/closed/love-the-bay---delivering-on-the-cycleway>

58. *“This guidance is important in the context of the concept design options consulted on. Option A, Option E and revert options with roadside cycle lanes on The Parade, would not adhere to the most recent recommended guidance above”* (Attachment One, p. 11).
59. On this basis officers support the T+T recommendation - that a roadside cycleway cannot be supported noting however that fundamental aspects of those that provided additional commentary around Option A and E were specifically concerned about parking loss, safety and parking provision in the business area particularly.
60. Officers therefore support the recommendation in Attachment One (p. 17) of a separated kerbside cycleway, *“Our assessment of the two different facility types shows how we consider each of the two facilities contributes to achieving the community design objectives. This assessment concludes that on balance, the kerbside option best achieves the outcomes sought by the community design objectives.*
- Our recommendation for a separated kerbside cycleway therefore reflects the aim to best achieve policy objectives of the WCC cycling framework and masterplan, the community objectives, safe system practices, and best practice design guidance for cycling facilities in this road environment. The design complies with WCC’s design principle to most likely locate protected bike lanes by the kerbside and to provide a physical element between the bike lanes and moving traffic (i.e. 2.0 m wide parallel parking).”*

Recommended Design Proposal

61. Largely the recommended design proposal merges the residential section of Option C and the business section of Option D, with refinements that incorporate public feedback in regards to the principle concerns around parking, bus stop provision and safety of all users.
62. Attachment One includes a series of Design Themes (Section 5, p. 19) in response to the main feedback topics that were common across the submissions:
- Safety features and potential safety consequences of options on various groups
 - The impact on car parking spaces
 - Impact on businesses, particularly those on The Parade
 - Cost
 - Bus stops
63. Key themes that provide latitude in their application are summarised below. They are included as a signal of areas where judgement and tradeoffs have been made. The full description is contained in Attachment One (p. 19).
64. **Widen the Road Lanes:** Traffic lane widths typically fall within the range of 3.0m to 3.5m. Lane widths of 3.0m are typically the narrowest acceptable on central city roads or where speed limits are low. The proposal recommends 3.5m in the residential zone and 3.0m in the business area where speed limits are already 30kph (and proposed to remain so).
65. **Flush Medians:** Are used to segregate traffic, usually to accommodate turning manouvers. The minimum effective width of a flush median to remove turning traffic from through traffic lanes is 2.0 m. A flush median in this proposal has not been recommended as a minimum 2.0m is not achievable given the existing constraints. A much narrower flush median might be possible during detailed design to provide a buffer for reversing vehicles from driveways, noting however that this has not been recommended in the proposal so as to maximise footpath/cycle-path space and the proposed wider lanes.

66. **Develop Flexible Parking Controls:** Individual parallel parking spaces along the residential section of The Parade are able to be left unmarked due to the proposed cycleway position and elevation. However driveway setbacks are recommended to be maintained at 3m, the intersection setback for parking maintained at 30m. Potential relaxation of the recommended parking setbacks should be supported by a safety review of the concept design if the proposal is adopted, at the design stage and on a case-by-case basis. Three streets that could potentially accommodate an increase in on-street parking have been identified for further investigation; Mersey Street, Medway Street and Derwent Street.

67. **Impact on Businesses:** Feedback received highlights the potential negative impact on businesses from loss of parking and encroachment on footpath area on the west side of the shopping centre.

While retaining the angle car parking is proposed, there remains the potential for the loss of 1-2 car park spaces within the business area. However the existing kerbside parking provision between Medway Street and Avon Street within the business area could be maintained, but this would need to be confirmed through further detailed design.

There remains opportunity for flexibility in placement of a cycle path through the western side of the shopping area. There is sufficient space to locate a cycle path without negatively impacting use of the footpath or impacting on the ability to have outdoor dining. While not recommended due to the impact on level of service to both cycles and pedestrians, and higher potential for conflict between them, the area could be considered for designation as a shared space.

Surface treatment, use of colour, street furniture and other visual cues are means for managing speed of cyclists and the potential for conflict between users in the space.

68. **Bus Stops:** A cycle path may bypass to the rear of a bus shelter, or pass in front between the shelter and kerb. Potential for conflict between cycles and pedestrians is higher with the latter. Greater Wellington Regional Council support a bypass to the rear as their recommendation, but note a path to the front is acceptable so long as the potential conflict with bus users is accounted for, noting however that the greatest conflict will occur during peak travel times where the number of both cyclists and bus patrons will be at their highest.

69. **Intersection Configuration:** The long-term intersection option treatment would not be possible with cyclist's priority across the intersection under current traffic rules and legislation; cyclists must give way to vehicles.

Raised tables help reduce vehicle speeds on approach to the side road intersections where pedestrian and cyclist safety can be improved and the incidence and severity of crashes are reduced. The raised tables will also reduce the actual and perceived risk, and improve comfort for active road users to encourage the uptake of these modes of travel.

In anticipation of the upcoming legislation change, the proposed interim design and construction of the intersection kerb lines and raised table requires the transition of cyclists to a roadside cycle lane, at road level through the intersection as shown in Attachment One, Appendix B, figure 1. This however means that only minor road marking changes after the legislation becomes available is required to transition to the long-term option as shown in Attachment One, Appendix B, figure 2. Depending on design and construction timeframes, and the progress of the legislation, the marking may be able to proceed straight to the long-term option before the completion of

construction, without the need for an interim solution. This is certainly the preferred outcome.

Cost

70. A rough order cost for construction of the concept design proposal has been estimated. This cost has been estimated using the cost information contained within the previous Design Report – The Parade Island Bay (July 2017). It is an indicative basis of costing based on broad ratios of the original cost estimates. An independent cost estimation will be undertaken during detailed design.

	Roading & Civil	Landscaping	Total
Residential Zone	\$2.5M	\$0.5M	\$3.0M
Business Zone	\$0.6M	\$0.5M	\$1.1M
Subtotal Estimate	\$3.1M	\$1.0M	\$4.1M
Pavement & Surfacing			\$0.8M
Contingency (25%)			\$1.2M
Total Estimate (excl. GST)			\$6.1M

71. The total cost of \$6.1 million includes a full reseal of The Parade, estimated to cost from \$0.8M to \$1M (excl GST).
72. Detailed design will provide the opportunity to identify areas for value engineering and to realise the potential for cost lowering, and could include the proposed rain gardens or other landscaping amenity. However to do so risks moving away from the public feedback that these features are important. Value engineering will also likely reduce the estimated 25% contingency.
73. Subject to the agreement of the Committee, detailed design will be undertaken, the cost of which will be met from the 2016/17 carry forward and existing 2017/18 cycling budgets.
74. Detailed design will develop the proposals cost structure with greater assurance. If the final design requires funding above that available in existing budgets, this will be presented to Committee for decision. Noting that funding for the preferred option will be separate to the urban cycleway fund.
75. Officers will liaise with NZTA (as key partners in the Wellington City Cycleways Programme) to get feedback on the final design and layout, and to investigate any options for future co-funding of the cycleway.

Next Actions

76. Subject to the adoption of the design proposal, detailed design and preparation for the required traffic resolution will be commenced.
77. An indicative timeframe is as follows:
- Detailed design commence – Late September
 - Traffic Resolution preparation – Mid October

-
- Statutory Consultation on Traffic Resolution – Mid November to mid December
 - Break for Xmas-New Years
 - Oral hearings – Mid February
 - Committee Approval – Early March
 - Tender/Construction Drawings/Pricing – Early March to end May
 - Construction commence – Early June

Attachments

- Attachment 1. The Parade - Island Bay Supplementary Design Report
- Attachment 2. The Parade - Island Bay Cycleway Morrison Low Re-engagement Review
- Attachment 3. The Parade - Island Bay consultation 2017 Analysis of Submissions

Author	Phil Becker, Business Relations Manager
Authoriser	David Chick, Chief City Planner