



---

## HUTT ROAD CYCLEWAY - REPORT BACK

---

### Purpose

1. At its 19 May 2016 meeting the Transport and Urban Development Committee agreed to a phased approach to implementing cycleway improvements to the Hutt Road. Committee requested that officers undertake additional work in a number of areas and report back. The purpose of this report is to update committee on three points. These are:
  - Potential to signalise the Spotlight driveway
  - Results of the parking demand survey
  - Potential for bus improvements ahead of the new Greater Wellington bus network in early 2018

### Summary

2. Officers have undertaken detailed analysis of the three issues raised by committee at its meeting of 19 May 2016 meeting.
3. Officers considered the potential to signalise the Spotlight driveway, and found that while there may be some safety benefits the loss of parking and the overall delay to all road users was significant. As a result officers recommend that Council does not pursue this any further at this time.
4. Surveys were undertaken to better understand the demand for parking along the Hutt Road. The surveys show that 40% of those that currently park on the Hutt Road then continue on by other means into the city.
5. The parking surveys will now help to inform the investigations on how to accommodate the 60% of parkers that work on the Hutt Road.
6. Analysis of options for improvements to public transport for the route between Ngauranga and the Lambton Terminus has been undertaken.
7. Results of the analysis show that there is little that can be done in terms of lane reallocation at this time on the Hutt Road without having a significant detrimental effect on the performance of this corridor for general traffic. Providing increased south bound lane capacity on the motorway will deliver a reduction in general traffic flows to the Hutt Road. As such it will be possible to introduce improvements for public transport along parts of this corridor once capacity has been delivered by NZTA on the Motorway.
8. Thorndon Quay however does provide opportunities for public transport that should be explored in concert with planning for bikes in the Aotea-Thorndon corridor.

### Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Agree that officers do not pursue the signalisation of the spotlight driveway at this time.
3. Note the results of the parking demand survey
4. Agree that public transport improvements should be planned for in conjunction with planning for cycleway improvements in the southern section of the Ngauranga to

Thorndon Cycleway.

## Background

9. Improvements for cycling between Ngauranga and Bunny Street have been included as part of the national rollout of the Urban Cycleways Programme. Wellington City Council has allocated \$9 million to the development of a safe cycleway in this corridor in the 2015-2018 LTP period. The \$9 million investment will receive a subsidy from central government of two-thirds.
10. Numerous studies have confirmed that the best location at this time for a route is along the existing Hutt Road corridor from Ngauranga to Aotea Quay, at which point there are options available for the route.
11. At its 19 May 2016 meeting the Transport and Urban Development Committee agreed to a phased approach to implementing cycleway improvements to the Hutt Road.
12. The agreed resolutions of the committee included a range of additional work for officers to undertake and then to report back, this report covers the issues raised in 2(i), (l) and (s). The details of each of these are as follows:
  - (i) Request officers to investigate integrating egress from the Spotlight site into the existing traffic light controlled intersection at Hutt Road – Kaiwharawhara Road”
  - (l) Investigate demand and alternative options for current shared path car parking, including but not limited to options around the Ngauranga Train Station
  - (s) Agree that further work needs to be done to deliver bus priority on Hutt Road, alongside bus and cycleway planning for Thorndon Quay, in advance of the implementation of the new Greater Wellington bus network in early 2018, noting that priority may also be given to other vehicle classes for example freight and high occupancy vehicles.
13. Other issues raised will be reported back as information becomes available or will be absorbed into other programmes/projects and be reported to committee separately.

## Discussion

### Spotlight Entry

14. Officers have undertaken detailed analysis of options for incorporating the entry/exit of the spotlight driveway into the existing signalised Kaiwharawhara Road/Hutt Road intersection.
15. To accommodate a safe intersection layout and minimising capacity impacts we have reconfigured the intersection to include the following changes:
  - Left turn slip on Hutt Road northbound signalised;
  - Three approach lanes on Kaiwharawhara Road (and associated removal of parking);
  - Two approach lanes on Spotlight approach (and parking reconfiguration); and
  - New left / right turn lanes into Spotlight from Hutt Road southbound / northbound.

16. The table below sets out the results of our analysis for signalling the driveway.

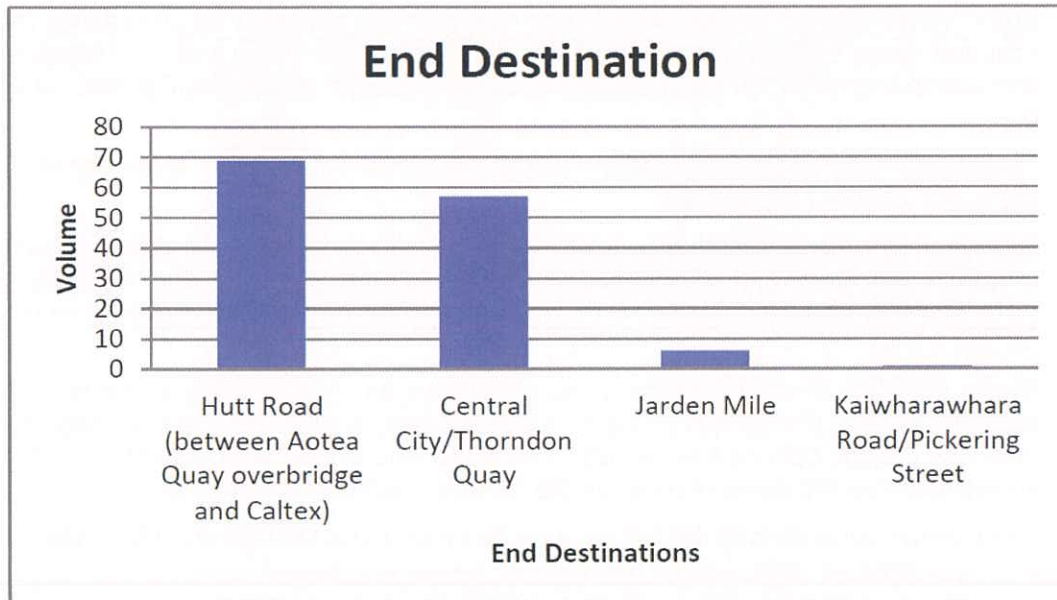
	Positive	Negative
<b>Intersection Performance</b>		Increased delay and queues for most movements, increased number of movements with unacceptable delays.
<b>Road Safety</b>	Reduce the frequency of crashes associated with vehicles exiting Spotlight which were the most common and severe crashes recorded in the past five years.	Reduced delineation / separation. Filtered right turn across southbound lanes into Spotlight (further reductions in performance if filtered right turns are removed). Potential for driver and active mode frustration and unsafe behaviour.
<b>Parking</b>		Loss of 20 parks from Spotlight car park. Loss of 50 parks from Kaiwharawhara Road (some parks are already restricted by a clearway in the AM peak).
<b>Active Modes</b>		Reduced priority / increased delay for active modes.

17. As a result officers recommend that Council does not pursue this any further at this time.

### Parking Demand

18. Surveys have been undertaken to better understand the demand for parking along Hutt Road between Centennial Highway and Aotea Quay, as well as the parking provision on Hutt Road just south of the Hutt Road / Centennial Highway intersection (below Jarden Mile).
19. The intercept surveys were carried out on Tuesday 5th July from 5:30am – 9:30am.
20. In total there were 215 cars parked at the end of the survey, with 203 drivers intercepted, 144 of which participated in the survey.
21. Participants were asked 11 questions relating to their parking. At this stage the key response of note is from question 1 – Where will you end your trip?





22. As can be seen from the figure above, Hutt Road businesses and premises is the most popular area as an end destination for the patrons parking on Hutt Road, at a total of 69 respondents and approximately 48% of the participating respondents. This is closely followed by Central City/ Thorndon Quay with 57 (40%) people parking with an end destination southwards to the central city.
23. In addition to the surveys we wrote to all businesses asking for them to complete a short questionnaire describing their parking, their staff and customer parking and implications of making any changes to the existing on road situation.
24. Approximately 40 businesses were contacted with only 9 providing feedback. Of those that responded the key points from their feedback were:
  - All respondents currently utilise parking for staff on the footpath to some extent.
  - About half of respondents also use the footpath for customer/client parking at times.
  - No businesses had the ability to provide more carparks on their premises.
  - A reduction in parking was seen to have a very significant or extremely significant affect on adjacent businesses.
  - Most businesses suggested their staff would be willing to walk 200m or less to get to a parking spot. This would suggest a minimum of 3 parking locations between Caltex and Aotea Quay overbridge would be required.
25. Officers will use the information provided in both the intercept surveys and the business surveys to develop options for supplying off street parking to cater for the identified demand. This will be reported back to committee at a later date.

### Bus Priority

26. Four options have been assessed for a southbound AM peak special vehicle lane on Hutt Road and Thorndon Quay:
  - (i) Bus lane;
  - (ii) Bus and freight lane;
  - (iii) T2 lane; and
  - (iv) T2 and freight lane.

27. Buses would use the special vehicle lane under all four options. Freight vehicles (both light and heavy trucks) would also use the lane under Options (ii) and (iv). Vehicles with occupancy of two or more people would also use the lane under Options (iii) and (iv).
28. The creation of a special vehicle lane would require the reallocation of road space along the length of the corridor.
29. Between Ngauranga Interchange and the Sar Street intersection, the change would entail converting the southbound kerbside lane to a special vehicle lane in the AM peak (with clearway parking outside this period), while retaining the centre lane for all other vehicle traffic.
30. South of the Sar Street intersection, the change would entail creating a second southbound lane (kerbside) for use as a special vehicle lane during the AM peak (with clearway parking outside this period). The centre lane would be retained for all other vehicle traffic in the same manner as the northern section of the corridor.
31. The corridor currently has the following mode splits in the southbound AM peak:
  - Car 95% of traffic volume and 62% of vehicle occupancy;
  - Bus 2% of traffic volume and 36% of vehicle occupancy; and
  - Truck 3% of traffic volume and 2% of vehicle occupancy.
32. Bus therefore has a much greater share of corridor users than traffic volume figures suggest, which has a corresponding effect on the impact of the special vehicle lane options when they are considered from an individual corridor user perspective.
33. Car, bus and freight modes have differing future growth drivers. Car occupant use of the corridor is expected to grow at a much slower rate than both bus and truck occupant use, and bus and freight use is expected to roughly equal car use of the corridor by 2031. This has a significant effect on the impact of the options.
34. The bus lane and bus and freight lane options bring significant service improvements for bus users (and freight users in the second option), but have major impacts on other corridor users, since they shift most traffic to the centre lane. This causes intersection queuing at the Kaiwharawhara Road intersection and corresponding worsening of level of service there, and a worsening of driveway performance, particularly on Hutt Road.
35. The T2 lane and T2 and freight lane options do not offer service improvements for bus users (and freight users in the second option), and are likely to result in similar levels of service to present for car users.
36. The southbound lanes of the Hutt Road and Thorndon Quay connect with 54 business access/egress points. In the AM peak 1165 vehicles are using these driveways. Vehicles making these manoeuvres have a negative impact on traffic travelling through the corridor and this effect will be amplified if those vehicles have to travel in the centre lane and cross the inside lane. More detailed modelling is required to full understand its full impact.
37. The impact of changes to the Hutt Road on the Kaiwharawhara Road intersection is reasonably well understood however the impact on the semi signalised Onslow Road intersection and the non-signalised Rangiora Avenue intersection require further detailed analysis.
38. Additional analysis is being undertaken on the Kaiwharawhara Road intersection to ascertain if there are any lane configurations that can provide public transport benefits but not impact on overall intersection capacity.

---

## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

There was no specific engagement or consultation as part of this paper

### **Treaty of Waitangi considerations**

Not applicable

### **Financial implications**

There were no specific implications as part of this paper

### **Policy and legislative implications**

This is consistent with the Cycling Policy

### **Risks / legal**

Not applicable

### **Climate Change impact and considerations**

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

### **Communications Plan**

Not applicable

### **Health and Safety Impact considered**

Not applicable

39. In order to support improved public transport in both the Hutt Road and Thorndon Quay proposals will be brought forward signalling intent and trigger points for such improvements to occur. Detailed analysis on network and localised effects will be undertaken so they can form part of the consideration of such future projects.

**Next Actions**

40. Construction drawings are now being prepared for the length of pathway between the Caltex Service Station and the Aotea Quay Overbridge, including the path in front of Spotlight as originally proposed.
41. In parallel with the preparation of construction drawings of the pathway upgrade, officers are investigating opportunities to provide alternative commuter parking. The parking demand survey will assist in these investigations.
42. Planning for cycleway improvements south of the Aotea Quay overbridge will need to include options for increased bus usage of Thorndon Quay. The modelling work undertaken to date will help inform how and where bus priority is to be applied in the corridor.
43. Officers will continue to work with the NZ Transport Agency to increase southbound capacity on the Motorway this will enable the city to have more flexibility on how lanes are allocated along the Hutt Road.

**Attachments**

Nil

Author	Paul Barker, Safe and Sustainable Transport Manager
Authoriser	David Chick, Chief City Planner



---

## **2. General Business**

---

### **2.1 Briefing | Bike Racks on Buses**

(Councillor Eagle left the meeting at 10:45 am.)  
(Councillor Eagle returned to the meeting at 10:48 am.)  
(Councillor Marsh left the meeting at 10:48 am.)  
(Councillor Lester returned to the meeting at 10:54 am.)

**Moved Councillor Foster, seconded Mayor Wade-Brown**

#### **Resolved**

That the Transport and Urban Development Committee:

1. Receive the information.

**Carried**

#### **Attachments**

- 1 Greater Wellington Regional Council | Bike Racks on Buses | Presentation

(Councillor Ritchie left the meeting at 11:09 am.)

### **2.2 Oral Update - Councillor Swain, Greater Wellington Regional Council**

(Councillor Marsh returned to the meeting at 11:19 am.)  
(Councillor Ahipene-Mercer returned to the meeting at 11:20 am.)  
(Mayor Wade-Brown left the meeting at 11:29 am.)  
(Councillor Ritchie returned to the meeting at 11:37 am.)  
(Councillor Young left the meeting at 11:38 am.)  
(Councillor Young returned to the meeting at 11:39 am.)

**Moved Councillor Foster, seconded Councillor Ahipene-Mercer**

#### **Resolved**

That the Transport and Urban Development Committee:

1. Receive the information.

**Carried**

### **2.6 Huff Road Cycleway - Report Back**

---

(Councillor Swain (Greater Wellington Regional Council) left the meeting at 11:55 am.)  
(Councillor Swain (Greater Wellington Regional Council) returned to the meeting at 11:56 am)  
(Councillor Ritchie left the meeting at 12:04 pm.)  
(Mayor Wade-Brown returned to the meeting at 12:17 pm.)

### **Recommendations**

That the Transport and Urban Development Committee:

1. Receive the information.
2. Agree that officers do not pursue the signalisation of the 'Spotlight' driveway at this time.
3. Note the results of the parking demand survey.
4. Agree that public transport improvements should be planned for in conjunction with planning for cycleway improvements in the southern section of the Ngauranga to Thorndon Cycleway.

A division was called for, voting on which was as follows:

**For:**

Mayor Wade-Brown  
Councillor Ahipene-Mercer  
Councillor Eagle  
Councillor Foster (Chair)  
Councillor Free  
Councillor Lee  
Councillor Lester  
Councillor Marsh  
Councillor Pannett  
Councillor Peck  
Councillor Sparrow  
Councillor Young

**Against:**

Councillor Coughlan  
Councillor Woolf

Majority Vote: 12:2

**Carried**

### **2.7 Wellington City Urban Cycleways Programme Review and Refresh**

(Councillor Ahipene-Mercer left the meeting at 12:25 pm.)  
(Councillor Swain (Greater Wellington Regional Council) left the meeting at 12:26 pm.)  
(Councillor Ritchie returned to the meeting at 12:29 pm.)  
(Councillor Lee left the meeting at 12:30 pm.)  
(Councillor Ahipene-Mercer returned to the meeting at 12:32 pm.)  
(Councillor Lee returned to the meeting at 12:33 pm.)

### **Amended Officers Recommendation**

**Moved Councillor Foster, seconded Mayor Wade-Brown**