

20230403 Proposed Thorndon Street Changes – residents' comments

This is document resulted from the Thorndon Residents' Association review of the General Layout Drawings dated 2023-02-13, that were published at this WCC link on 6 March 2023:

<https://www.transportprojects.org.nz/assets/Thorndon-Connections/Supporting-docs/General-Layout-C2.pdf>

This document contains a table listing the drawing and sheet number. It is then divided into comments on the specific road segments on those drawings.

Beyond the table there are maps and photographs of various scenarios with further comments.

For more information, email contact@thorndon.org.nz

Drawing/ Sheet #	Street Segment Name (from design drawings) & issues arising from the proposal	Comments
C30/Sht1	BOWEN STREET	
	TINAKORI ROAD - PART 1	
C31/Sht2	TINAKORI ROAD - PART 2	
	TINAKORI ROAD - PART 3	30kph is supported. NOTE Arterial Tinakori Rd is similar to Murphy and Mulgrave streets. Except Murphy/Mulgrave are both solely downhill rides. Sharrows would be easier and safer on Murphy/Mulgrave by reducing complexity (fewer lanes, simpler intersections/driveway entrances). Apply the KISS principle; Keep it simple, stupid!
C32/Sht 3	HILL STREET - PART 1	
	HILL STREET - PART 2	30kph supported. NOTE Hill St is like Murphy St i.e. there are 3 major schools in the vicinity of Murphy St. Therefore we anticipate that new laws will ultimately require a speed reduction in any case. For Murphy St, apply the KISS principle; Keep it simple, stupid!

C33/Sht4	HILL STREET - PART 3	
	AITKEN STREET - PART 1	
C34/Sht5	MOLESWORTH STREET - PART 1	
	Bus stop to be closed near motorway bridge (just past Mojo Summit)	A reduction in aspects of the bus service does not align with the programme's stated aims. Reducing service (eliminating bus stops) so as to speed up the transit of the bus, is missing the point!
	Vehicle parking removed beside Mojo Summit	
	MURPHY STREET - PART 1	
	PROPOSED FLOATING BUS STOP and INSTALL NEW "CYCLISTS GIVEWAY TO BUS PASSENGERS" SIGN ONTO NEW METAL POLE	There is no need to have a cycle path between a bus and the pavement. The proposal adds risks rather than reducing them. The simple, unambiguous option that ensures cyclists give way to bus passengers, is to park the bus at the curb i.e. no change to what happens now. This guarantees that poor judgement by a cyclist who might be tempted to run a floating bus stop while a bus is present, is eliminated i.e. it is self regulating; no need for signage, no need for a floating platform.
C35/Sht6	MURPHY STREET - PART 2	
	Murphy St curbside parking removed outside Royal Society and Wellington Region Emergency Management Office (WREMO) TRA opposes this proposal.	WREMO and Royal Society visitors use all the current parks
	Pedestrian crossing changes What does this mean 'PEDESTRIAN AND CYCLIST MID BLOCK CROSSING'?	See next item. There's no imperative for these changes. It's '<i>make work</i>'.
	TRA counter proposal: 30kph should apply on Murphy St. This would resolve a lot of issues that arise with the complexity of the proposal. Add sharrows. This solution would also align with the proposed treatments for Hill St, and for arterial Tinakori Rd.	In any case, traffic off the motorway needing to turn left into narrow Halswell St or Turnbull St needs to slow significantly (< 30kph), to make these turns safely. Very high numbers of Thorndon Primary School pupils use Turnbull St and/or the Thorndon Summer Pool entrance/exit onto Murphy St.

	Once 30kph is applied a separated cycle lane isn't imperative. 30kph makes it safer for cyclists joining Murphy St from the eastern intersections i.e. the proposed cycle lane is not on their side of Murphy St. Most would likely stay in the LH traffic lane, and sharrows would assist this. This would be consistent with what's proposed further along this one-way road network in Mulgrave St (past Aitken St). Slow it to 30kph too. Then retain curbside parking. This has the benefit of adding a barrier for the high number of children walking the pavement during school terms. Retention of the parking avoids the need to remove the pedestrian KERB CUT BACK. This would save considerable costs of changing the lights, and performing any other buried infrastructure modifications at this crossing.	The pedestrian crossing has very high use rates by children during school terms; there are 3 major schools in the vicinity. Wellington Girls College also fronts onto Murphy St and their students also enter/emerge from Brook St onto Murphy St as well. Pedestrians also regularly cross the motorway off-ramp: 
	MURPHY ST - PART 3	
	Entrance to New World – HIGH-USE DRIVEWAY TREATMENTS TO BE PROVIDED - what does this mean?	<i>Treatments</i> , including surface paint and speed bumps need to be safe for <u>turning</u> motorcycles and scooters, especially in wet conditions.
	RH turn into Pipitea St banned for everyone (incl cyclists) Also shown on Plan C40	100m further back along Murphy St a Right-Hand turn is allowed into the NW Supermarket. 70m back a Right hand turn is allowed to enter a lane at 19-35 Murphy St. Banning a turn into Pipitea St from Murphy creates additional access issues for St Pauls Apartments, Pipitea Mews, and essential services like the Thorndon Medical Centre, the pharmacy, etc Banning access to Pipitea St from Murphy is hard on bikers too. The bike stand at Medical Centre near the western end of Pipitea St is 150m from Murphy St. The need to pedal a big loop to Aitken St makes that bike park 520m away. That adds an uphill section along Aitken & Molesworth St and all this is additionally tough going on a wet & windy Wellington day.
	CLEARWAY PARKING outside residences (Nos. 18 & 24 Murphy St)	What are the clearway times/days?

		What are the parking constraints when undertaking residential property maintenance? e.g. delivering building materials, erecting scaffolding, parking a waste skip, etc
C36/Sht7	MULGRAVE STREET - PART 1	
	Oppose proposal. Counter proposal: make it 30kph and retain existing street layout. Then add sharrows. This would be consistent with the southern end of Mulgrave St.	Then there would be no need to remove parking from the frontage of St Pauls Apartments, etc. Old St Paul's is a significant part of Thorndon's and Wellington's heritage. Retaining some parking is important for visitors travelling regionally to visit these valued national assets.
	CYCLE EXCLUSIVE PHASE TO BE PROVIDED AT AITKEN STREET	Would the cycle exclusive light phasing apply for both cyclists continuing down Mulgrave as well as cyclists turning Right into Aitken St?
	MULGRAVE ST - PART 2	
	NEW SHARROW MARKINGS APPROX. EVERY 50m. BOTH LANES We support the proposed sharrows (shared cycle/vehicle lanes) between Aitken St intersection and Thorndon Quay.	Support; enhances what exists now. Cyclists are assisted by the useful gradient of Mulgrave St which makes it an easy route to cycle to Bunny St and the northern end of Lambton Quay. This renders the Aitken St separated bike lane unnecessary. See Plan C33, Sheet4 comments above. Sharrows would work well here. See map below this table. The distance travelled with both options is almost identical. The Mulgrave/Bunny St option is downhill from the start and it is the most effective route to ride.
C37/Sht8	MOLESWORTH STREET - PART 2	
	MOLESWORTH STREET - PART 3	
	BUS STOP CLOSED - oppose	This is the nearest bus stop to: - all St Pauls Shopping centre (Rugby House) - Thorndon Medical Centre - Unichem Molesworth Pharmacy - NZ Post shop - Wellington Cathedral of St Pauls - National Library Being situated near the top of the gradient in Molesworth St also makes this bus stop more convenient for pedestrians. The TRA opposes the closure of this bus stop.
C38/Sht9	MOLESWORTH STREET - PART 4	

	MOLESWORTH STREET - PART 5	
C39/Sht10	BUNNY STREET	
	STOUT STREET	
C40/Sht11	LAMBTON QUAY	
	PIPITEA STREET	

A safer, nimbler, **greener** Ride from Mulgrave St to Lambton Quay

The map below illustrates both the **proposed** route and the community's **preferred** option. Both are ~400m in length.

According to WCC's webpages, this superior option wasn't even ranked. See:

<https://www.transportprojects.org.nz/current/thorndon-connections/the-options-we-considered-2/>

The proposed **Aitken St/Molesworth St** option requires the proposed bi-directional cycleway in Molesworth St which creates significant consequences and disruption, including significant hazards for cyclists.

The **Mulgrave/Bunny St** option utilises the downhill gradient of Mulgrave St which assists riders, and this option has low impact on everyone, and less carbon to form it.

The proposed sharrows in Mulgrave St support this option.

The right turn for cycles into Bunny St west **already exists**.



The 400m of Aitken/Molesworth St route (**brown**) is complex, more hazardous, & very disruptive.

The 400m Mulgrave/Bunny St route (**green**) is simple; downhill all the way, and Bunny St west already contributes 100m of existing cycle-friendly riding.

BENEFITS of Mulgrave/Bunny St to Lambton Quay for cyclists

- Completely avoids the right turn onto the rising gradient of Aitken St toward Molesworth St
- Mulgrave St has the superior downhill gradient to assist riders in safe shared lanes
- Proposed **sharrows** in Mulgrave St help the solution and aligns with existing sharrows in Featherston St (*enables consistency for riders who may join Lambton Quay through other connecting streets*)
- The right turn for cycles into Bunny St from Thorndon Quay already exists
- 100m of shared Bunny St west is already traffic calmed, cycle friendly

		
Right turn from Thorndon Quay exists	100m of the Bunny St segment is already cycle friendly	Cycle friendly Bunny St

Link to an album of photos of Bunny St (*photos have notes*):

<https://photos.app.goo.gl/AHCtmcU7Z9xw6EodA>

BENEFITS of not proceeding with the bidirectional cyclelane in Molesworth St

- Existing layout of Aitken St remains
- Kate Sheppard Place remains two-way
- Proposed uphill cycle lane in Molesworth St would be safer
- Implementation costs significantly lowered
- maintenance costs lower
- aligns with bike strategy objectives & principles

The Mulgrave/Bunny St option to get to the same point on the Golden Mile releases Aitken St from change. Aitken deserves light treatment only e.g. some sharrow marking (lane sharing) instead of a separated cycle lane.

Make Murphy and Mulgrave streets 30kph zones. Desirable required around schools anyway; there are 3 major schools in the vicinity of Murphy St.

This challenging intersection doesn't feature in the safety audit.



Poor sight lines

- pedestrians obscured from view
- pedestrians can obscure view of cyclists riding near the curb

Limit the speed to 30kph

Add sharrows - support cycling in the lanes not near the curb/channels

Murphy St - NW Thorndon driveway

Challenging intersections

- drivers need pull onto the pavement to observe traffic
- downhill cyclists near the curb are more likely to be obscured
- cycle speeds are difficult to judge downhill
- also an intersection opposite (pool)

