

Reference: TR 23 – 15

Location: Ngauranga Gorge Road & - Ngauranga
Centennial Highway

Proposal: Cycle Lanes, Bus Stops, No Stopping – At All Times, and Time Limited
Parking

Information: This location was brought to our attention by the police as an area of concern. A number of other minor cycle safety issues were also previously identified at this location. A crash review shows three cyclist injury crashes in the area.

This project addresses a 400m long section of Ngauranga Gorge Road and Centennial Highway which starts at Wakely Road and ends at the merge location back onto Centennial Highway.

In October 2014 some 45 cyclists per hour used this route for their morning commute. This area was also frequented by a high number of buses (24 buses in the AM peak) although approximately 50% of those stopped at the bus stop due to user demand. When buses did stop, almost all did not pull in tight enough to the kerb to allow passing by other general traffic. It appeared that many bus patrons drove to this location to board the bus with the result being the majority of public parking being utilised by commuters.

Observations also noted that vehicles operating speed in the area did not appear to comply with the 50kph speed limit. A contributing factor is likely the very large marked vehicle lane, which is up to 6m in places. Without opposing traffic, the route has a very unconstrained atmosphere.

Possible cycle improvement options to enhance safety and convenience were investigated. A shared pathway which was ruled out due to safety issues of users with high differences in speeds. This could result in higher collision severities.

It is proposed to provide a kerbside protected bike lane north of Glover Street on the alignment of the existing footpath and to create a new separate footpath. Between Glover Street and Malven Road, where a 50km/h speed limit operates, on-road cycle lanes are proposed.

A bus stop bypass is required based on the Christchurch Cycle Design Guidelines warrants of 4-6 buses/hour peak. The bus stop at this location has a scheduled 25 buses/hour to stop in the AM Peak. It should be

noted however that not all stop (based on site observations 12 buses/hr in the AM peak stopped here). This is still twice the warrant and noting the potential speed of cyclists at the current location a bus bypass is recommended.

Different configurations of bypasses were considered but all require moving of the bus stop downstream. A configuration similar to that of the proposed bus stop bypasses in Island Bay has been proposed which includes ramps to help slow cyclists entering the area but allows them to retain priority. A bus boarder is proposed which will help formalise the current arrangement of buses stopping and/or slowing traffic but with additional space to allow for driver reaction times. This new geometry will also naturally provide a slowing of vehicle operating speeds.

The bus boarder does have an impact on parking though, converting 16 of the 28 available angle parks on the west side of the Ngauranga Gorge Road into 9 parallel parking spots. This is an overall reduction of seven spots available to commuters and businesses. Four of the parallel parking spaces have also been proposed as time limited 2hr maximum to assist in reducing impacts on businesses due to the loss of unrestricted parking.

GWRC and Mana Bus services have been consulted and support the shift in bus stop location. In addition NZTA have been consulted and may assist in delivery of the proposed improvements if approved.

Letters were delivered to all properties adjacent to the proposed works prior to putting forward the traffic resolution. We have met on site with business and land owners adjacent to the proposed improvements.

Feedback received from the area stakeholders was that the operating speeds are high here, the current bus stop location is operating ok (does not necessarily need to be moved), and parking is dominated by commuters leaving little for businesses.

There was also some concern regarding visibility of businesses with placement of the bus shelter. Officers have made some adjustments in placement of the shelter to try to minimise any obstruction of signage or show room windows.

This project also includes elements of traffic minor safety work identified and reviewed by the Wellington City Council traffic safety team. These include narrowing and keep clear hatching for the Glover Street intersection, and additional speed limit markings. The lanes are also being reduced in width which should assist in reducing operating speeds.

PROPOSED TRAFFIC RESOLUTION

After reviewing initial feedback, and making changes where appropriate council engineers recommend this Traffic Resolution to proceed as safety and affective movement should have priority over commuter parking.

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 24 February 2015 |
| 2) Feedback period closes. | 13 March 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 16 April 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Reference: TR 23 – 15

Location: Ngauranga Gorge Road & Centennial Highway - Ngauranga

Proposal: Cycle Lanes, Bus Stops, No Stopping – At All Times, and Time Limited Parking

Legal Description:

Delete from Schedule B (Restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Centennial Highway	<i>Bus Stop – At All Times</i>	<i>North side, commencing 82.5 metres west of its intersection with Malvern Road and extending in a westerly direction following the northern kerbline for 12 metres.</i>

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Ngauranga Gorge Road	<i>No Stopping – At All Times</i>	<i>South side, commencing from its intersection with Glover Street (Grid coordinates x=1751934.4 y=5432731.1m) and extending in an easterly direction following the southern kerbline for 14 metres.</i>
Ngauranga Gorge Road	<i>No Stopping – At All Times</i>	<i>South side, commencing 105 metres east of its intersection with Glover Street (Grid coordinates x=1752008.0m y=5432664.7m) and extending in an easterly direction following the southern kerbline for 18 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Add to Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Centennial Highway	Cycle lane	North side, commencing 217 metres west of its intersection with Glover Street (Grid coordinates x=1751723.6m y=5432819.6m) and extending in an easterly direction following the northern kerbline for 249 metres.
Ngauranga Gorge Road	Cycle lane	North side, commencing 21 metres east of its intersection with Glover Street (Grid coordinates x=1751955.2m y=5432731.0m) and extending in an easterly direction following the northern kerbline for 120 metres.

Add to Schedule B (Class Restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Ngauranga Gorge Road	Bus Stop – At All Times	North side, commencing 42 metres east of its intersection with Glover Street (Grid coordinates x=1751970.9m y=5432719.8m) and extending in a easterly direction following the northern kerbline for 13 metres.

Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Ngauranga Gorge Road	2 Hours Maximum – At All Times	South side, commencing 18 metres east of its intersection with Glover Street (Grid coordinates x= 1751948.0m y=5432723.5m) and extending in an easterly direction following the southern kerbline for 20 metres.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 23 – 15

Location: Ngauranga Gorge Road & Centennial Highway - Ngauranga

Proposal: Cycle Lanes, Bus Stops, No Stopping – At All Times, and Time Limited Parking

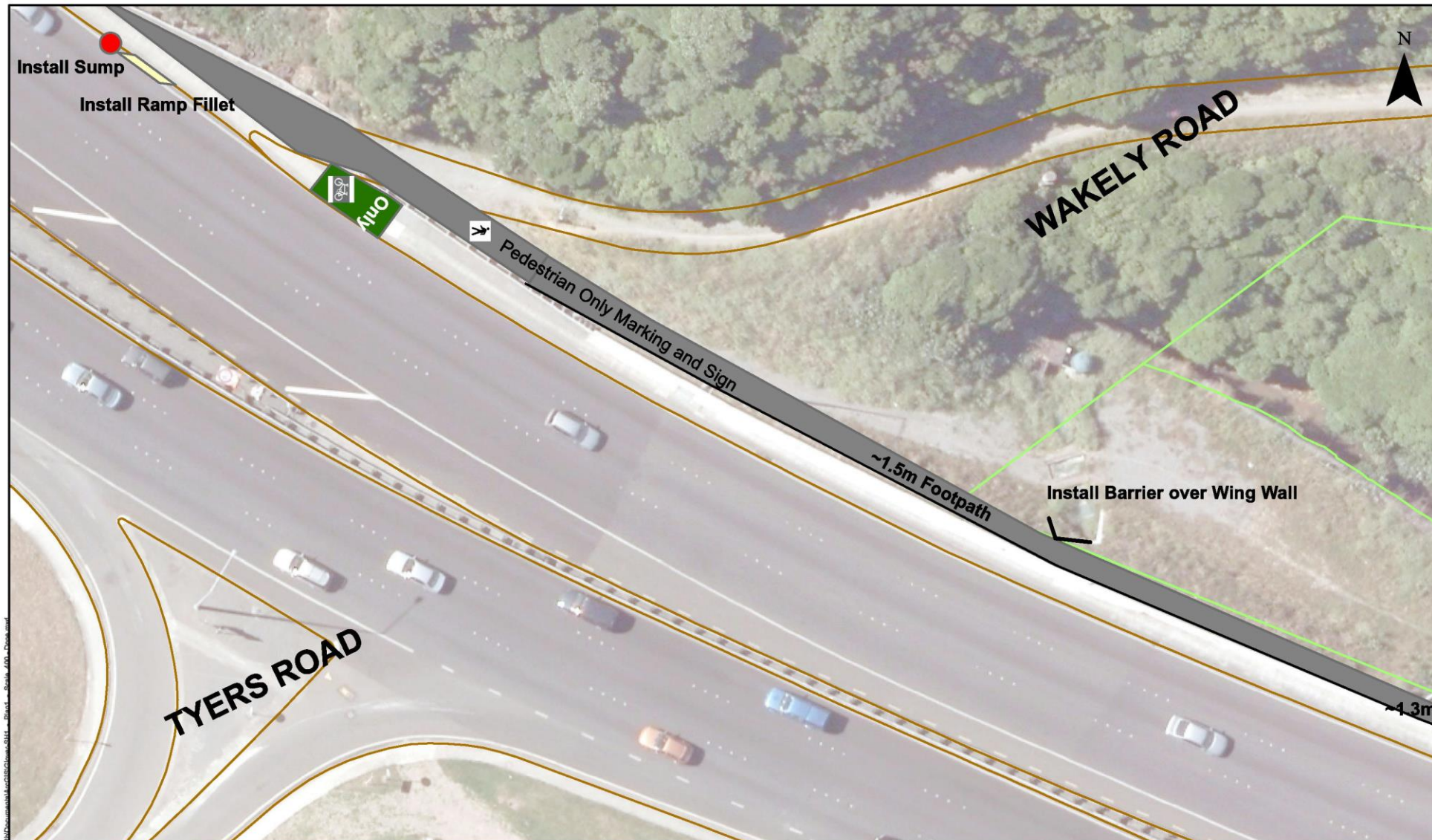
Prepared By: Brett McPhedran (Principal Cycling Engineer)

Approved By: Steve Spence (Chief Transport Planner)

Date:

WCC Contact:

Brett McPhedran
Principal Cycling Engineer
Safe & Sustainable Transport Team
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 806 4722
Email: brett.mcphedran@wcc.govt.nz



Cycle Safety Program Ngauranga Gorge - Plan # 1

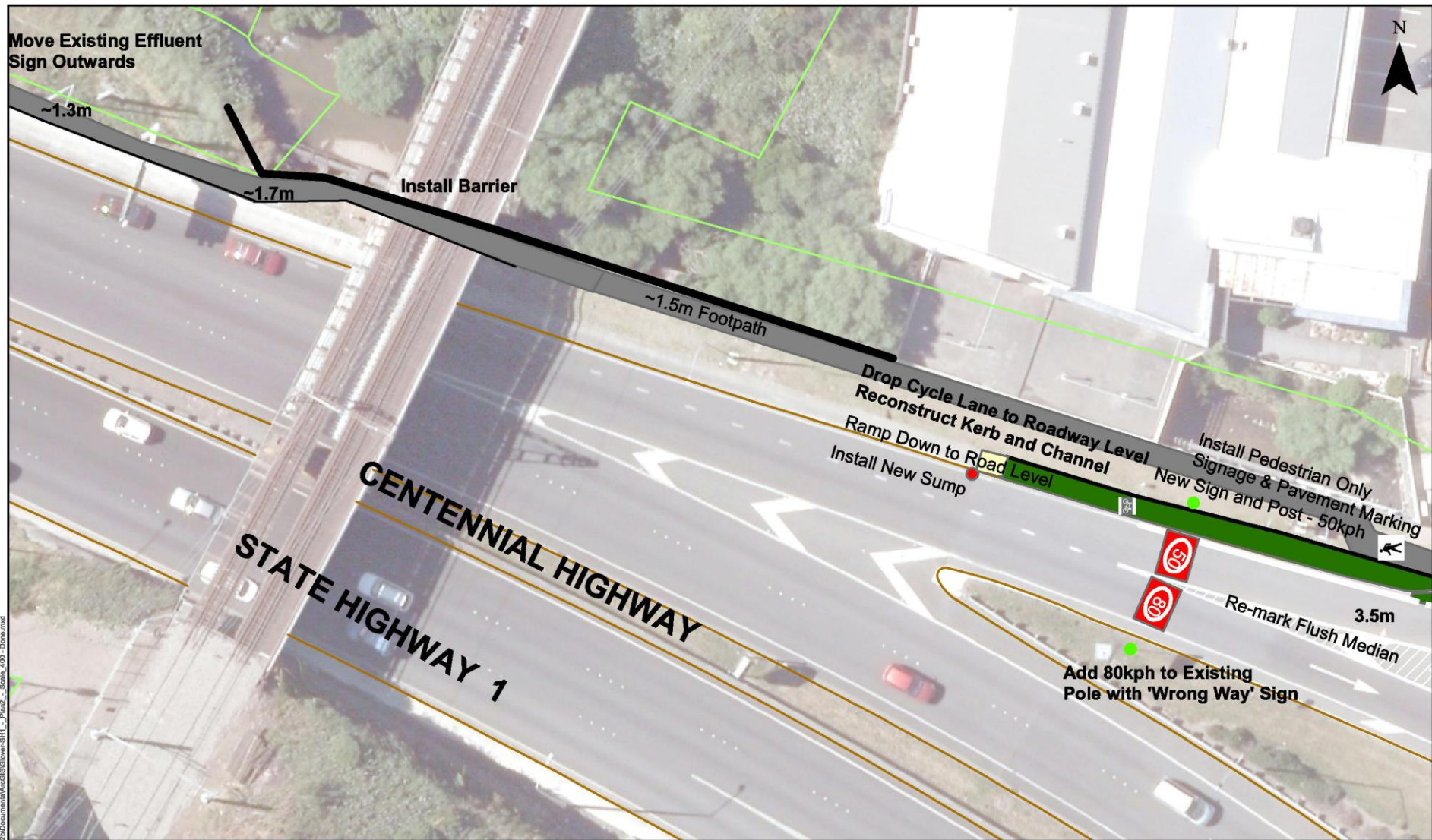
Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.

0 5 10 20
metres
Scale 1:400

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
DATE: 20/01/2015
AUTHOR: mcphed2b
REFERENCE:

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



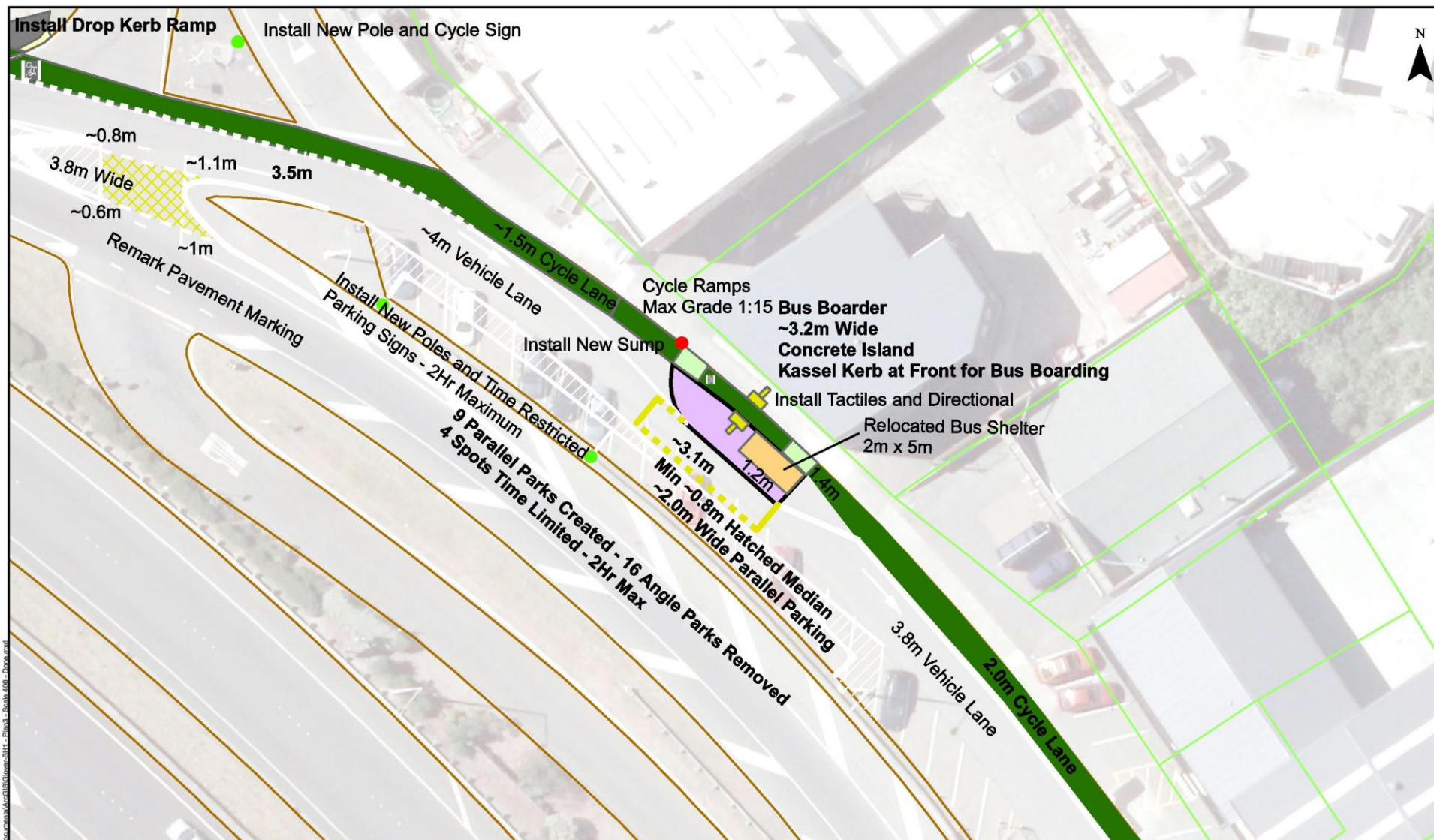
Cycle Safety Work Ngauranga Gorge - Plan #2

Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

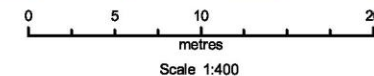
ORIGINAL MAP SIZE: A4
DATE: 20/01/2015
AUTHOR: mcphe2b
REFERENCE:

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Cycle Safety Work Ngauranga Gorge - Plan # 3

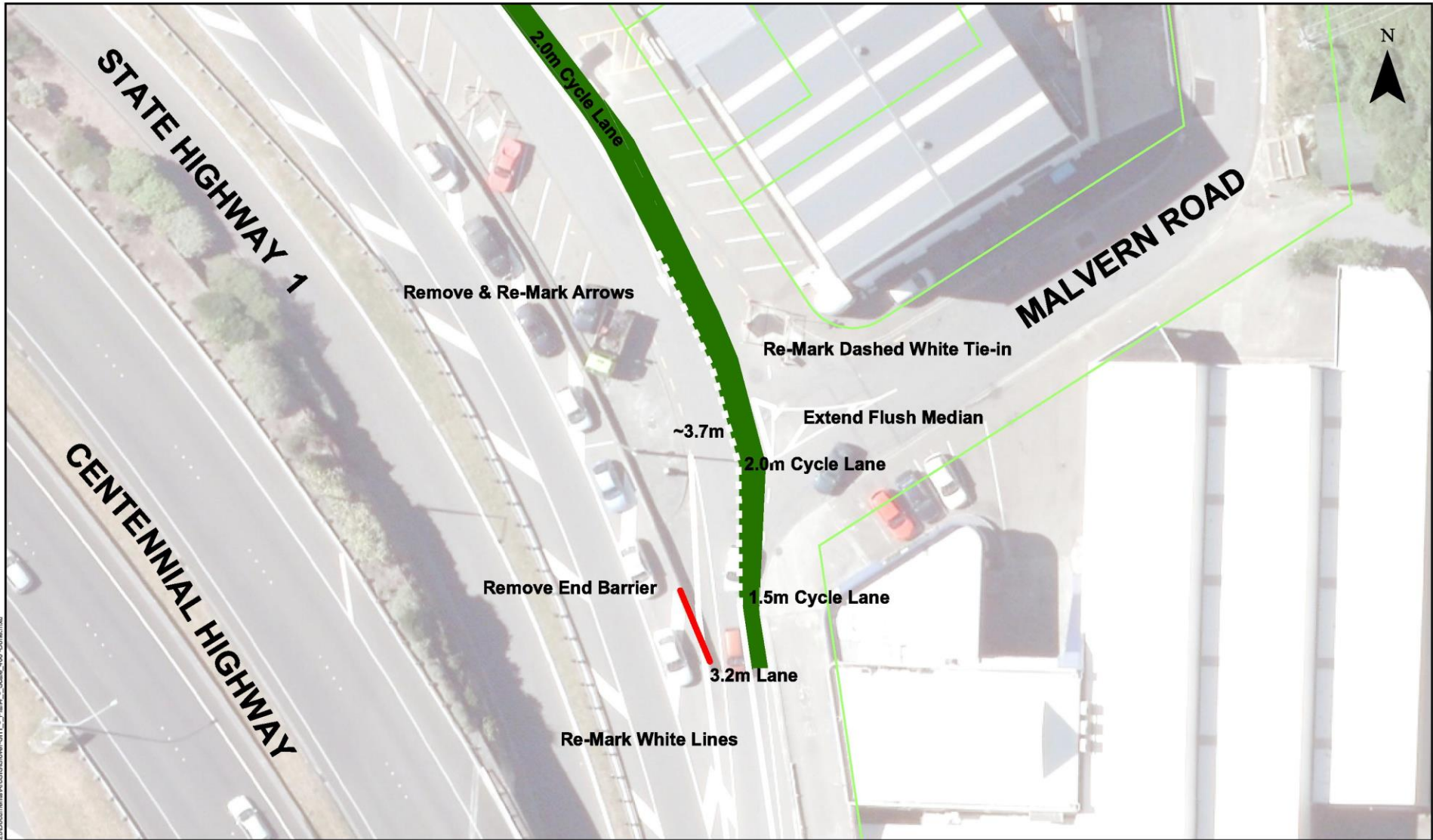
Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.



MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
DATE: 20/01/2015
AUTHOR: mcphed2b
REFERENCE:

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Cycle Safety Work Ngauranga Gorge - Plan #4

Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
DATE: 20/01/2015
AUTHOR: mcphed2b
REFERENCE:

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke