



# ON SLOW RESIDENTS' COMMUNITY ASSOCIATION

## Submission of the Onslow Resident's Community Association for the Let's Get Wellington Moving: Thorndon Quay and Hutt Road 2021

The Onslow Residents Community Association represents the areas of Khandallah, Broadmeadows and Kaiwharawhara. Our purpose is to act as a conduit between the community and local authorities, represent the views and interests of our three communities, promote, develop and improve the public services and facilities for our community and foster a sense of community. We are a voice for our community.

### [Overview](#)

The Onslow Residents Community Association is pleased to make a submission on the proposed changes to Thorndon Quay and Hutt Road (TQHR) as part of Let's Get Wellington Moving (LGWM). This is based upon the views of our Committee.

***We support specific improvements to road, pedestrian and cycling safety and the diversion of large vehicles going to the ferries.***

***We believe there are serious safety issues with the proposed cycleway that must be rectified.***

If there is an opportunity we also wish to make an oral submission.

We will answer the key questions around transport mode changes and then focus on the key points we wish to make. Finally, we will summarise recommendations for modifications to the proposals.

### [Answers to the questions in the submissions questionnaire](#)

We have completed an online questionnaire. However, we have not answered the questions of qualitative assessment about how we feel nor the undefined vision statement.

We have the following comments on the material questions about transport modes:

1. Walking in the area will be largely unaffected on footpaths if they are kept wide enough, improved on the Hutt Road by separating out the cycles (although hardly anyone walks it), and that crossing Thorndon Quay will be made safer by using signalled crossings; however leaving a parked vehicle to cross a cycleway would be unacceptably dangerous.
2. Using a bus will be improved at morning peak through reduced travel times on a bus lane; however it will be largely unaffected during most of the day, and we are unconvinced that a northern bus lane is required.
3. Riding bikes will be made safer by removing the angled parking; however we consider a dedicated cycleway on the south side of Thorndon Quay to be unsafe due to the large number of vehicle exits from buildings.
4. Driving Thorndon Quay may be impacted by parallel parking and at off-peak signalled crossings (unless they are Smart crossings); however parking will be safer by removing the angled parking.

5. Driving Hutt Road could be impaired by the new central meridian, as while it may improve safety, drivers will be confused as to how to get to businesses along the road and their trade will suffer.
6. We do not live in the area and cannot comment on this.
7. We do not work or own a business in the area and cannot comment on this.
8. Accessibility is compromised by having to cross a high-speed cycle lane from a parked vehicle and that this is unsafe.

### Specific points we wish to make

We wish to make the following specific points about the TQHR proposal:

1. ***We believe that the proposals are overly characterised by 20<sup>th</sup> century solutions.*** Bicycles are likely to be replaced by a variety of new electric personal vehicles in the 21<sup>st</sup> century that provide better comfort and weather protection, without carrying their current global warming stigma. The proposal provides no innovative solutions to prepare for such transport changes.
2. ***The principal benefits are to improve safety and make morning bus transit times faster.*** The temptation to spend more money to tick other transport fads-of-the-moment should be resisted and the funds diverted to solve the large transport congestion issues elsewhere in the City, specifically to provide fast transit routes across the city that take traffic off its streets.
3. ***Innovative use of the bus lanes would improve this corridor,*** as even at peak times there is only a bus every one or two minutes on average. We suggest that it could be shared with electric vehicles, with any number of wheels, including hybrids in the short term.
4. ***We have major safety concerns about the proposed cycleway design.*** Vehicles emerging onto Hutt Road already create a significant hazard to us cyclists on the cycleway, especially at Waitomo and Spotlight. They block it and drive onto it without looking, with at least one hidden exit. Thorndon Quay will have high-sided parked vehicles and has many building exits that make this hazard unacceptable. We predict that many cyclists will remain on the road and suffer road rage from motorists who think they should be on the cycleway. Pedestrians emerging from parked vehicles have to cross the cycleway and with cycles now doing 40kph this is an unacceptable safety hazard. The principle benefit to cyclists comes from removing angled parking, so we propose that each cycleway is integrated with the road so that emerging traffic has one source of traffic to navigate and pedestrians emerge on the footpath.
5. ***We do not see any space for taxi or personal vehicles passenger drop-offs or pick-ups in the proposed design for Thorndon Quay.*** We are particularly conscious of the cafés people want to visit as well as the eye specialists, where drop-off and pick-up is particularly important. Various trade vehicles and customers picking up furniture also need access.
6. ***We have reservations about the central meridian on the Hutt Road*** but have not seen the proposed design of turnarounds and access to key businesses, such as Place Makers. We think the proposal is confusing, has potential for long detours and therefore will impact businesses. We suggest that solutions such as that at Animates / BMW are considered, e.g. turn-offs onto side access roads.

### What we like about the TQHR proposal

We like the following about the proposal and believe they are sufficient to make it worthwhile:

- The removal of angled parking, as it significantly improves road safety and cyclists safety
- The dedicated bus lane for morning peak buses, as it will reduce public transport journey times for the majority
- The provision of a roundabout on Aotea Quay to divert heavy traffic off Hutt Road
- Signalled crossings on Thorndon Quay, to improve crossing safety

- Road junction improvements at Mulgrave Street, Tinakori Road, Rangiora Avenue and Onslow Road if they improve safety and traffic flow.

### Recommendations

We offer the following recommendations to the Council:

1. The proposed Thorndon Quay cycleway is replaced by cycle lanes on the road
2. The signalled crossing are made smart to avoid unnecessary delays outside peak times
3. The Hutt Road central meridian allows clear access to businesses
4. Bus lanes are shared with 2-4 wheel electric vehicles until bus capacity grows
5. There are clear drop-off / pick up points for cars and taxis.

### Conclusion

Thank you for the opportunity to make a submission. We will also be sharing this submission in ORCA's communications with its members. Please feel free to contact our association at [onslowcommunityassociation@gmail.com](mailto:onslowcommunityassociation@gmail.com) or by phone on 021 750 633 regarding this submission.

Yours sincerely

Lawrence Collingbourne, President on behalf of

Onslow Residents' Community Association