

BRIEFING: JACKSON STREET TO THE ESPLANADE WALKING AND CYCLING CONNECTION

25 JANUARY – 6.43PM

ATTENDEES

Elected Members: Mayor Barry, Cr Barratt, Cr Brown, Cr Dyer, Cr Edwards, Deputy Mayor Lewis, Cr Mitchell, Cr Morgan, Cr Shaw, Cr Stallinger, M Fisher, K Yung, S Freeman (via audio-visual link).

Staff: J Miller, Chief Executive; A Blackshaw, Director Neighbourhoods and Communities; J Griffiths, Director Strategy and Engagement; K Puketapu-Dentice, Director Economy and Development.

PRESENTER

J Kingsbury, Head of Transport

KEY OBJECTIVES OF THE BRIEFING

The purpose is to brief elected members on the proposed design of the walking and cycling connection plan before it is released for consultation.

APOLOGIES

Cr Briggs, Cr Tupou, Cr Parkin

INTRODUCTION

The proposed walking and cycling connection will create a strategic and safe connection to existing shared paths, increase the impact of existing infrastructure and encourage a mode shift.

PRESENTATION BY J KINGSBURY, HEAD OF TRANSPORT AND J ZHANG, PROJECT MANAGER

Slide 1 (Header)

Slide 2 – Agenda

Slide 3 – Strategic context

Slide 4 – The proposal involves five streets that connect walking and cycleways to Jackson Street.

Reduced speed limits would be needed. Officers will report back to elected members in April 2023. Construction would begin later in 2023. The speed limit on Jackson Street from the

Hutt Road to Cuba Street and all side streets in-between is proposed to reduce to 30km. A two-week consultation period is planned for February 2023.

Slide 5 – Te Puni Street design: Te Puni Street intersection with the Esplanade would have a two-stage signalised crossing, no right turn allowed from the Esplanade, a protected cycleway on both sides of the street from Lochy Street to the North, a raised platform at the intersection with Annie Huggan Grove and other traffic calming measures.

Slide 6 – Fitzherbert Street design: Two stage signalised crossing between Victoria and Fitzherbert. Streets on the Esplanade, a raised platform, street marking, speed humps and other traffic calming measures.

Slide 7 – Bay Street design: Two stage signalised crossing, road marking, raised platform and flush median in Jackson Street.

Slide 8 – Buick Street design: Two stage signalised crossing on the Esplanade, protected cycleway both sides of street against kerb, raised crossing from Adelaide Street. Signalised intersection from Buick Street to Jackson Street. No right turn onto the Esplanade.

Slide 9 – William Street design: Street art and design for traffic calming, no right turn onto the Esplanade.

QUESTIONS AND DISCUSSION POINTS

- Approximately 37 car parks in Te Puni Street will be removed. Big-box retailers on this road have adequate off-street parking.
- Parking in Buick Street will reduce from 127 to 66 car parks. Central parking will be retained.
- As part of engagement workshops officers have been liaising with the Jackson Street Programme. Officers will work on engagement with local businesses.
- The speed limit will change along Jackson Street from Hutt Road to Cuba Street and all side streets in between not including Cuba Street.
- Reduced speed limits for Jackson Street will help improve safety for the local network.
- Analyses of traffic speeds in and around Jackson Street show vehicles currently travel at speeds lower than 30km/hr.
- Officers will consider concerns expressed by residents in all the streets with proposed changes.
- Modelling for the loss of car parks in the Te Puni Street area would be helpful to be reassured of the impact on business owners.
- Residences in Buick Street appear to all have off-street parking. If users of road carparks have concerns officers will work with them to find solutions.
- Officers are working on a campaign with Council's Communications team to show the planned integrated network of micro-mobility/cycle paths across Lower Hutt and the projected outcomes for all mobilities. The strategic context in Slide 3 shows how the strategic network will enable the benefits of connection.
- The connection between Jackson Street and the Esplanade is difficult to understand.

- Communicate Council's future vision and the potential for growing local business through cycleways.
- Officers are working on a parking survey to inform car park restrictions so they fit the needs of those who need parking in Buick Street, including water fountain users.
- A presentation to the Petone Community Board would be useful, with information on the loss of parking on Buick Street, the impact on parking for train commuters and more clarity about changes to intersections and the design.
- A two-week consultation might be too short.

NEXT STEPS

- Officers will report back with a speed management programme for the area in 2023.
- Officers will discuss with the Chair of the Petone Community Board before the Board's next meeting on 13 February 2023.

BRIEFING MATERIALS

Attachment 1 – Presentation: Jackson Street to the Esplanade: Walking and cycling connection.

The briefing closed at 7.08pm