

Nick Ross

From: Hannah Hyde
Sent: Thursday, 11 June 2020 11:08 AM
To: Lyndon Hammond
Subject: RE: KR - LGWM liaison meeting

Thanks Lyndon!

Kind regards
Hannah

From: Lyndon Hammond <Lyndon.Hammond@kiwirail.co.nz>
Sent: Thursday, 11 June 2020 10:53 am
To: Hannah Hyde <hannah.hyde@lgwm.nz>
Subject: RE: KR - LGWM liaison meeting

Hi Hannah

Yup this is on my to do list – working it's way to the top.....

Lyndon Hammond | Programme Manager | Government Relations, Policy and Funding

9(2)(a)

Wellington Railway Station, Bunny Street, Wellington | P O Box 593, Wellington 6140, New Zealand



www.kiwirail.co.nz

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From: Hannah Hyde <hannah.hyde@lgwm.nz>
Sent: Thursday, 11 June 2020 10:51 am
To: Lyndon Hammond <Lyndon.Hammond@kiwirail.co.nz>
Subject: RE: KR - LGWM liaison meeting

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Hi Lyndon,

Just following up on this; keen to close out the conversation!

Many thanks and kind regards
Hannah

From: Lyndon Hammond <Lyndon.Hammond@kiwirail.co.nz>
Sent: Friday, 5 June 2020 2:32 pm
To: Michael McKeon <Michael.McKeon@kiwirail.co.nz>; Hannah Hyde <hannah.hyde@lgwm.nz>
Subject: RE: KR - LGWM liaison meeting

Hi Hannah

I'll have a quick chat with David Gordon who I understand spoke to Andrew Body yesterday. My preference would be to put this in a letter, get Davie to sign it and get it through that way early next week.

Cheers
Lynodn

Lyndon Hammond | Programme Manager | Government Relations, Policy and Funding

9(2)(a) [REDACTED]

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From: Michael McKeon <Michael.McKeon@kiwirail.co.nz>
Sent: Friday, 5 June 2020 2:21 pm
To: Hannah Hyde <hannah.hyde@lgwm.nz>
Cc: Lyndon Hammond <Lyndon.Hammond@kiwirail.co.nz>
Subject: RE: KR - LGWM liaison meeting

Yes – so long as Lyndon concurs.
He may review and possibly edit my wording.
Regards,
Michael

Michael McKeon | Programme Director - Wellington Metro

9(2)(a)

154 Hutt Road, Kaiwharawhara, Wellington 6035 | PO Box 593, Wellington 6011, New Zealand



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From: Hannah Hyde <hannah.hyde@lgwm.nz>
Sent: Friday, 5 June 2020 1:18 pm
To: Michael McKeon <Michael.McKeon@kiwirail.co.nz>
Cc: Lyndon Hammond <Lyndon.Hammond@kiwirail.co.nz>
Subject: RE: KR - LGWM liaison meeting

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Thanks Michael. Are you happy for me to send this on to David Chick for WCC Councillors to be able to put this to bed?

Many thanks and kind regards
Hannah

From: Michael McKeon <Michael.McKeon@kiwirail.co.nz>
Sent: Thursday, 4 June 2020 7:18 pm
To: Hannah Hyde <hannah.hyde@lgwm.nz>
Cc: Barry Watkins <Barry.Watkins@lgwm.nz>; Lyndon Hammond <Lyndon.Hammond@kiwirail.co.nz>
Subject: RE: KR - LGWM liaison meeting

Sorry about the delayed response.

Good to meet.

As requested, and as previously advised to the promoters of the Woolstore laneway proposal.

This proposal has no chance of success. They proposed to occupy operational land forming part of the EMU stabling and maintenance facility, with live electrical overhead above and regular and unscheduled train movements crucial to the operation of this facility. KiwiRail and its predecessors have released large areas of rail operational land between Kaiwharawhara and WRS since 1987, as technology and transport patterns have changed but this process has reached an end as 1) rail is on a growth curve 2) is seen as important strategic infrastructure again and 3) the land area occupied has shrunk to an essential core.

There is no plan or likelihood that the current rail use of this land will reduce or cease and in the longer term it is more likely that its intensity of use by rail will increase.

Regards,

Michael McKeon | Programme Director - Wellington Metro

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From: Hannah Hyde <hannah.hyde@lgwm.nz>
Sent: Friday, 22 May 2020 1:05 pm
To: Lyndon Hammond <Lyndon.Hammond@kiwirail.co.nz>
Cc: Barry Watkins <Barry.Watkins@lgwm.nz>; Michael McKeon <Michael.McKeon@kiwirail.co.nz>
Subject: KR - LGWM liaison meeting

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Hi Lyndon,

Thank you for arranging the meeting on Wednesday. It was good to be able to touch base.

Just a few notes to capture significant points from our discussion and actions.

Mass Rapid Transit

- Barry Watkins is looking after the Mass Rapid Transit (MRT) package.
- The consultants are working on the Indicative Business Case which is due to be completed in October.
- MRT will consist of light rail or very large bus.
- The current plan is for this to terminate at the railway station although the opposite end is still to be agreed. The railway station terminus might be configured to allow future extension to the northern or western suburbs.
- At the railway station terminus there will be a need for platform(s), a turnaround/turnback facility and possibly stabling (scale yet to be determined, and stabling at the far end of the route will also be considered).
- Any discussions regarding the station building or land around platform 9 should be held with Steph Campbell.
- **ACTION:** Lyndon to provide Barry contact details for Steph.

Thorndon Quay Hutt Road

- I am looking after the Thorndon Quay Hutt Road project.
- The consultants are working on the Single Stage Business Case which is due to be completed in October.
- The focus of this project is to improve bus capacity and cycling facilities.
- The project has been approached by the Woolstore owner to consider a Laneway to the east of the buildings on Thorndon Quay to provide an off-corridor walking and cycling facility. This will be considered as part of the long list options for the project.
- **ACTION:** KiwiRail to provide feedback as to whether this option would be acceptable to you. A copy of the proposal is attached for your ease of reference.
- The project will also be considering the reopening of Kaiwharawhara station as part of the long list.
- More information regarding the interim and long term arrangements and timescales for the ferry would be very helpful in considering what freight / traffic volumes to cater for.
- **ACTION:** Lyndon to put Hannah in contact with the relevant person(s) at KiwiRail to discuss.

KiwiRail plans and opportunities

- The station building is owned by KiwiRail and the ground floor is leased by GWRC. Funding has been granted for a major seismic upgrade.
- If there is a light rail system (rather than buses), KiwiRail consider that it would make sense in the future to extend this to Johnsonville on the existing railway infrastructure.
- This would be on the existing single track line from Johnsonville, on the existing rail bridge over the Hutt Road and then to the west of the yards to 'pop out' somewhere near Davis Street.
- In the near future, KiwiRail will be separating the Kapiti and Hutt lines, within KiwiRail land to the east of Hutt Road.

Please let me know if I have captured anything incorrectly.

I look forward to talking to the IReX team soon!

Many thanks and kind regards
Hannah

Hannah Hyde

Interim Project Manager for Thorndon Quay and Hutt Road

9(2)(a)

hannah.hyde@lgwm.nz | www.lgwm.nz



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01	SITE CONTEXT	A	17/06/19
02	EXISTING SITE PLAN	A	17/06/19
03	EXISTING CYCLEWAY	A	17/06/19
04	EXISTING SITE	A	17/06/19
05	OPPORTUNITIES	A	17/06/19
06	LANEWAY	A	17/06/19
07	WGTN LANEWAY'S	A	17/06/19
08	LANEWAY MAP	A	17/06/19
09	3D IMAGE	A	17/06/19
10	3D IMAGE	A	17/06/19
11	3D IMAGE	A	17/06/19
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14	CYCLEPATH WIDTH	A	17/06/19
15	SITE IMAGES - A	A	17/06/19
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17	SITE IMAGES - A	A	17/06/19
18	SITE IMAGES - A	A	17/06/19
19	SITE IMAGES - B	A	17/06/19
20	SITE IMAGES - B	A	17/06/19
21	SITE IMAGES - B	A	17/06/19
22	SITE IMAGES - B	A	17/06/19
23	SITE IMAGES - C	A	17/06/19
24	SITE IMAGES - C	A	17/06/19
25	SITE IMAGES - C	A	17/06/19
26	SITE IMAGES - C	A	17/06/19
27	SITE IMAGES - C	A	17/06/19
28	SITE IMAGES - C	A	17/06/19
29	SITE IMAGES - C	A	17/06/19
30	SITE IMAGES - C	A	17/06/19
31	SECTION ANALYSIS	A	17/06/19
32	SECTION LANEWAY	A	17/06/19

Thorndon Quay Laneway

20 Hutt Rd to 162 Thorndon Qy

The Woolstore Management Ltd

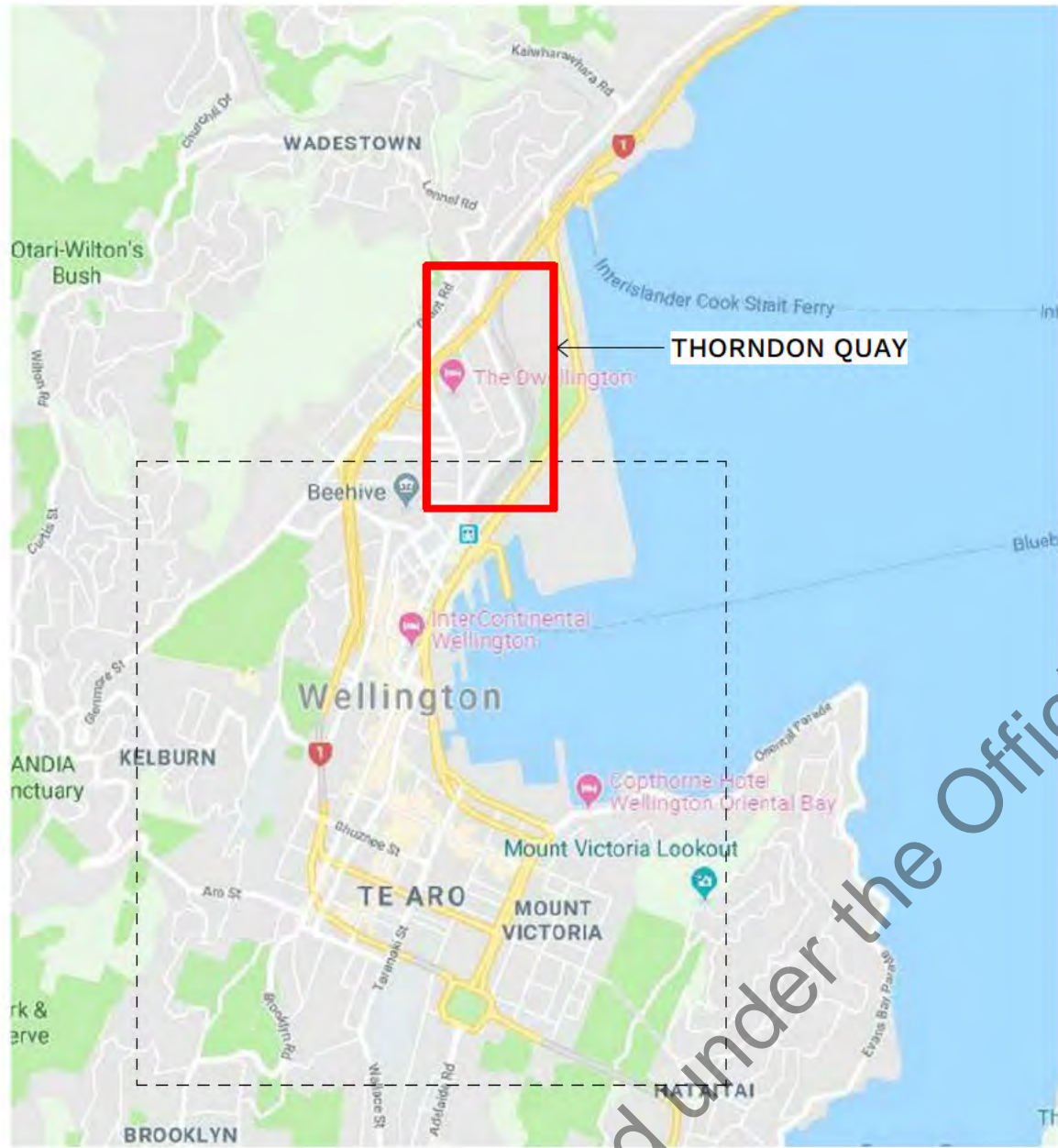
PROJECT STAGE: FEASIBILITY

ISSUE DATE: JUNE 2019

ETCH LTD WWW.ETCH.NET.NZ CONTACT@ETCH.NET.NZ +64 (04) 387 9651

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SITE CONTEXT

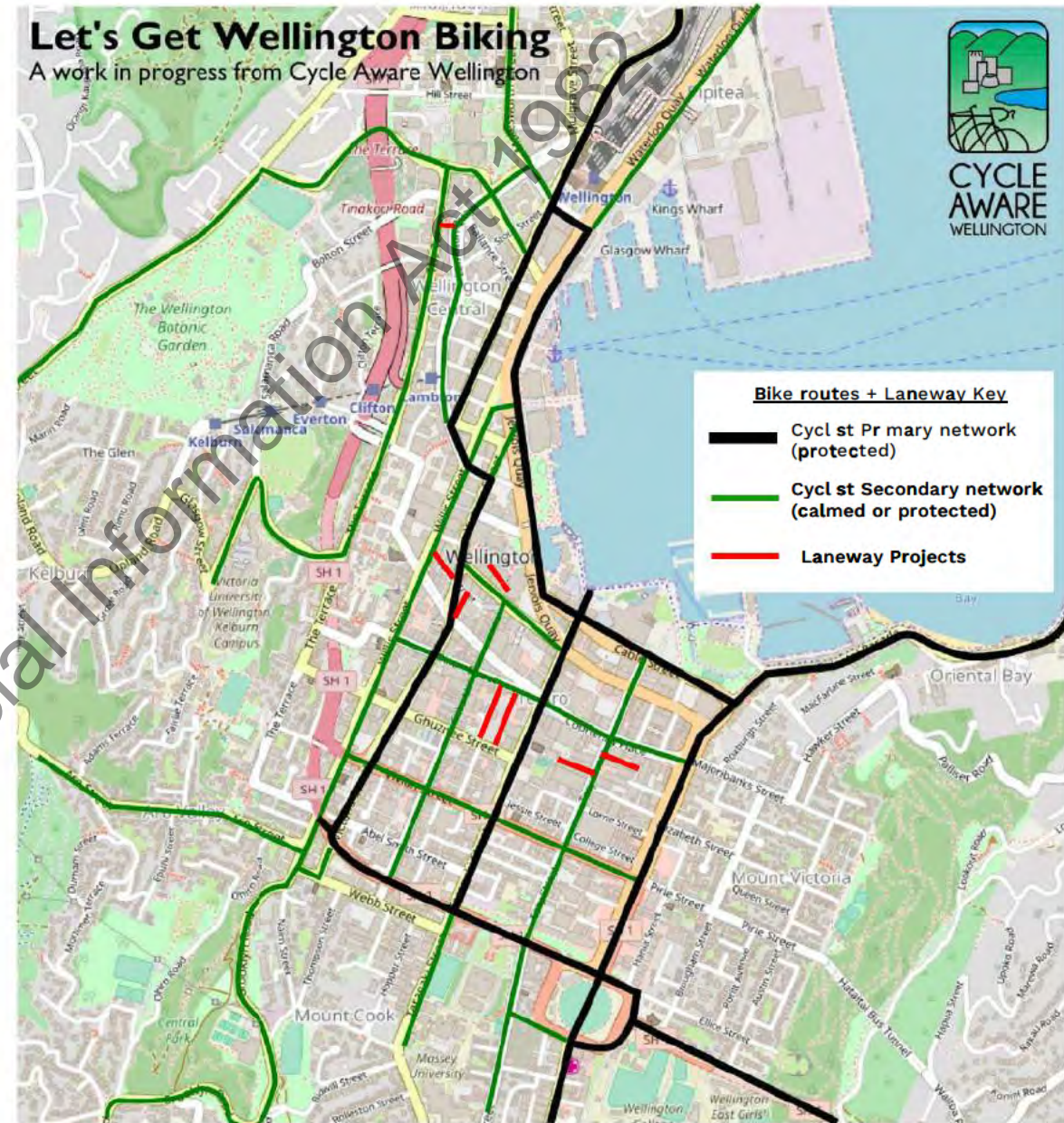


image from Cycle Aware Wellington

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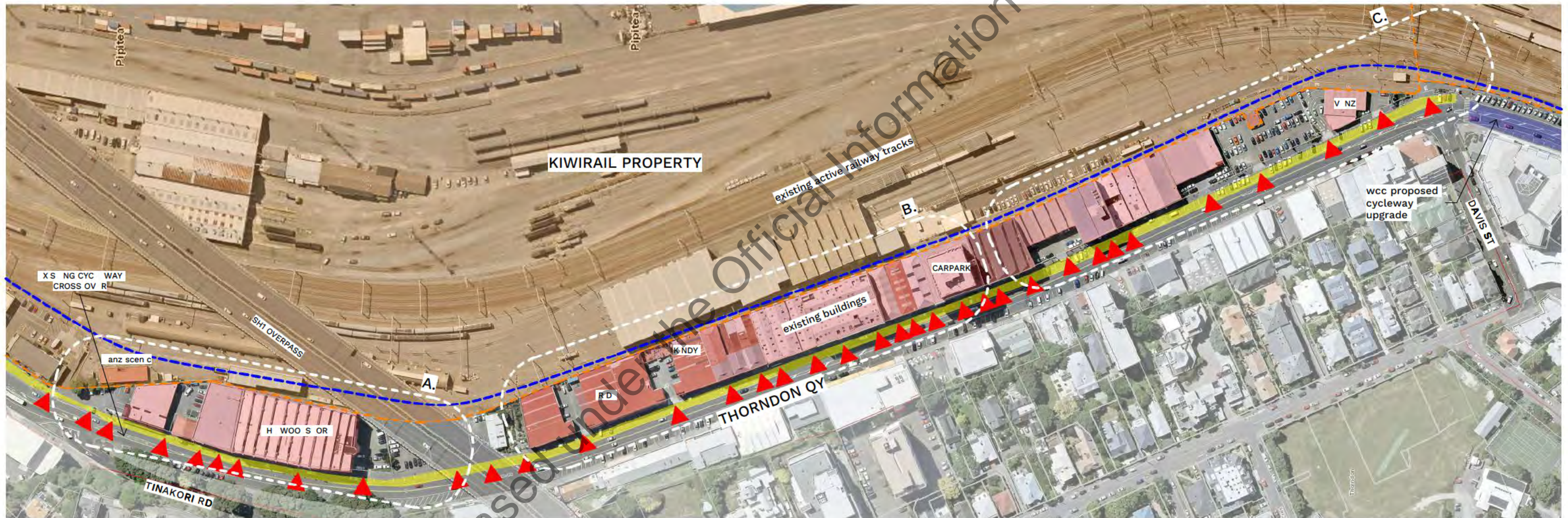
S I T E C O N T E X T

CURRENT ROAD

- Cycleway
- Painted facility
- 1 lane
- Clearway operates between 7am-9am

MAJOR RESTRAINTS

- Kiwirail Property behind existing Thorndon buildings
- Can apply for a licence to Occupy for Cycleway and pathways.



CONTEXT ANALYSIS BETWEEN TINAKORI RD AND DAVIS ST

- KERB CROSSING
Potential conflict between on-road, pedestrians, cycle-lane and cars.
- KIWIRAIL PROPERTY
- EXISTING BUILDINGS
- EXISTING PEDESTRIAN + CYCLEWAY
- EXISTING TRAIN TRACK



EXISTING NOTES

Approximate numbers of cyclists that use the Thorndon Quay in March 2019: 28797
(According to bikethere.org.nz)

Major stakeholders involved

- Wellington City Council + GWRC
- KWRail
- NZTA

Potential groups/projects that this laneway links in with:

- Wellington City Council Laneway Project
- Let's Get Wellington Moving Project (joint in at ve between Wellington City Council, Greater Wellington Region Council, and the NZTA)
- Cycling Action Network (CAN) NZ
- Wellington Cycling clubs (*via Road Cycling Network NZ*)
- Cycle Aware Wellington (*blog*)
- Wellington City Council

There are current plans to upgrade Thorndon Quay between the streets Davis St and Mulgrave St. This new cycle path would start/finish at Davis St linking into this proposed.

Image of proposed Cycleway upgrade between Davis St and Mulgrave St, Wellington City Council



WHY A LANEWAY FOR THORNDON?

OPPORTUNITIES

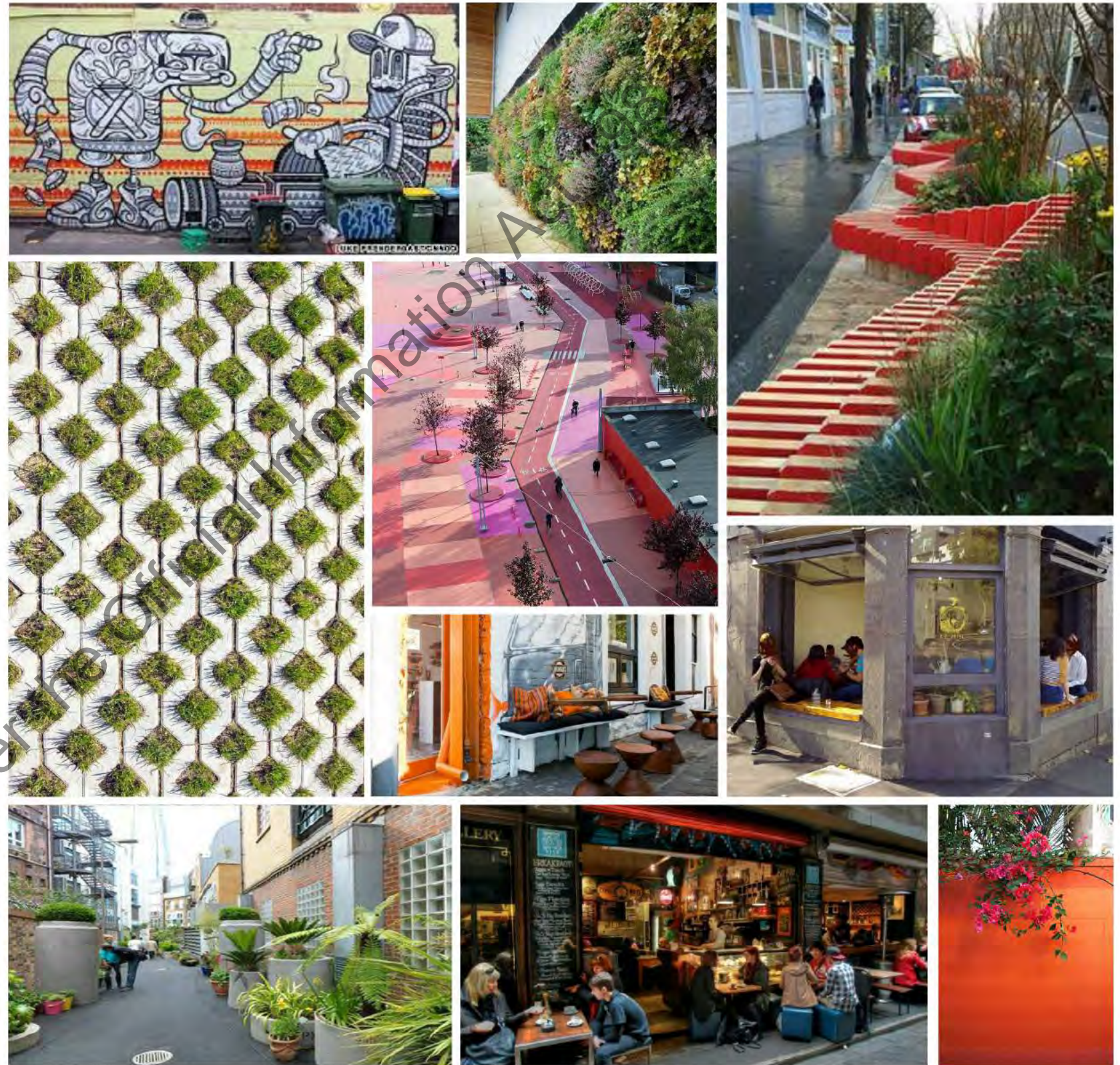
Activated laneways have the ability to:

- Provide safe, legible pedestrian linkages
- Create desirable destinations
- Create inspiring spaces and places
- Provide a canvas for street art and creativity
- Allow for an alternate use of space
- Potential economic benefits for businesses.

Lombard Lane upgrade accommodates for pedestrians and cyclists

WHAT MAKES A GOOD LANEWAY?

- ALTERNATE PATH
- PEDESTRIAN FOCUSED
- FEELS SAFE
- USE OF COLOUR & GRAPHICS
- ART MURALS
- LIGHTING INSTALLATIONS
- QUALITY STREET LIGHTING
- PLANTERS / PLANTED WALLS
- SEATING
- EATING/RETAIL
- "ACTIVATION" OF BUILDING FACADES / SECOND ACCESS INTO A BUILDING
- USE OF PATTERNS ON PAVEMENT



WELLINGTON'S REVAMPED LANEWAYS...



EVA ST | EGMONT ST | LOMBARD LN | BOND ST



slow zone through p nched spot (1970mm d stance)

to be demol shed

fence separat ng K w r a l to laneway green wall

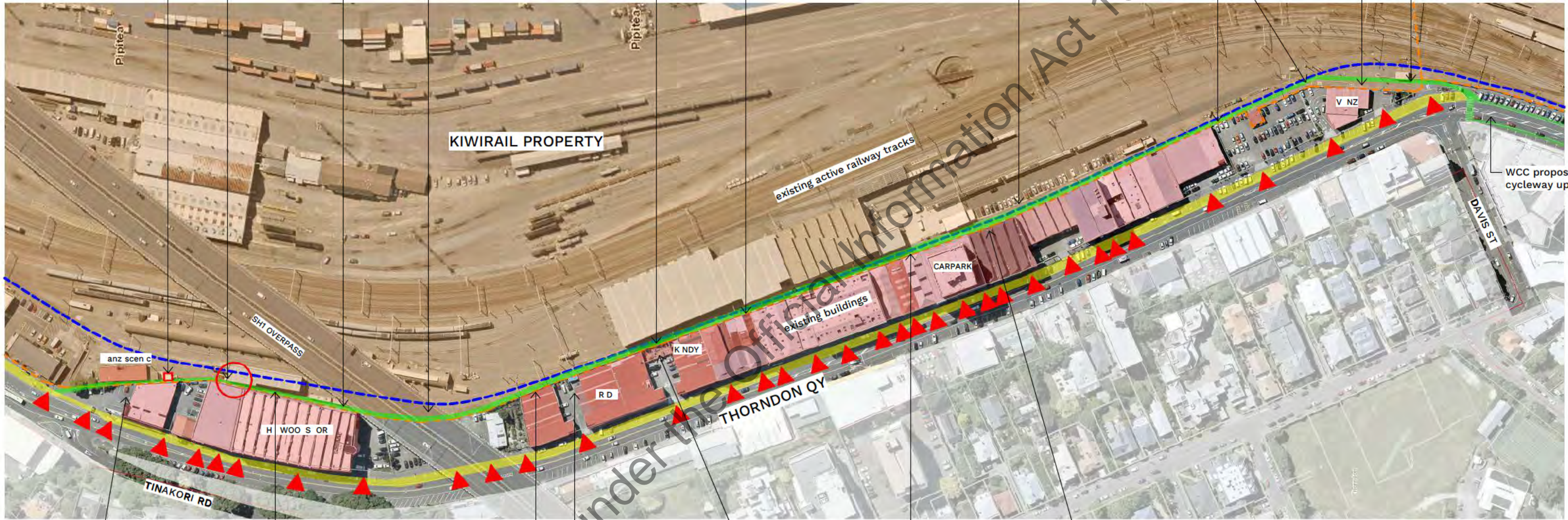
hanging elements

lighting installation

new stop sign to be installed at intersection for both cyclists and cars
art installation on fence

coloured path nd cat ng start of laneway connect ng to proposed upgrade after Dav s St

art nstallat on on back of VTNZ



entry/exit

light installation

art mural

entrance to R de and cafe w th seat ng

open up second entrance to k ndy

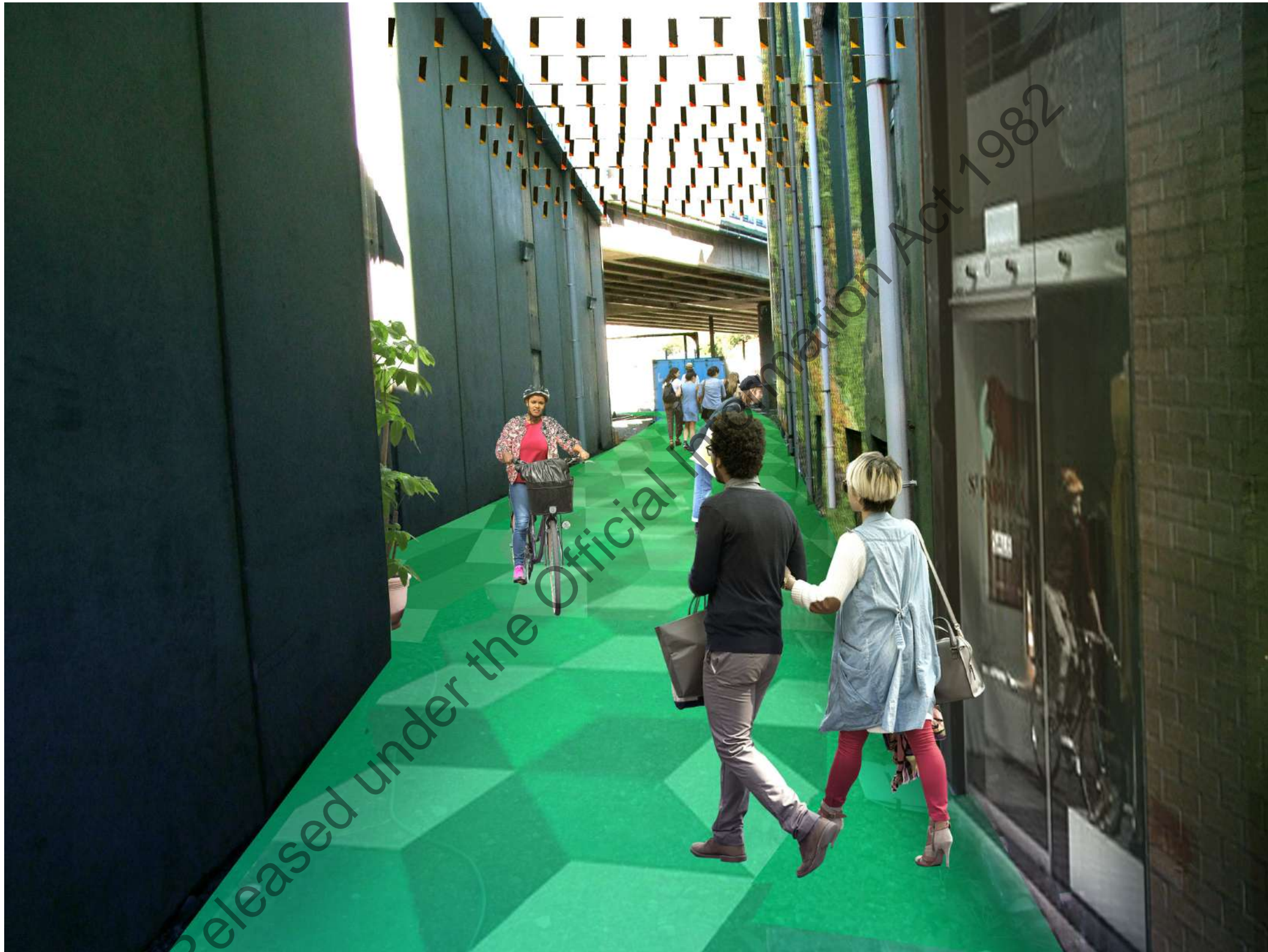
pavement treatment

opportunity for second entry to retail at back of buildings

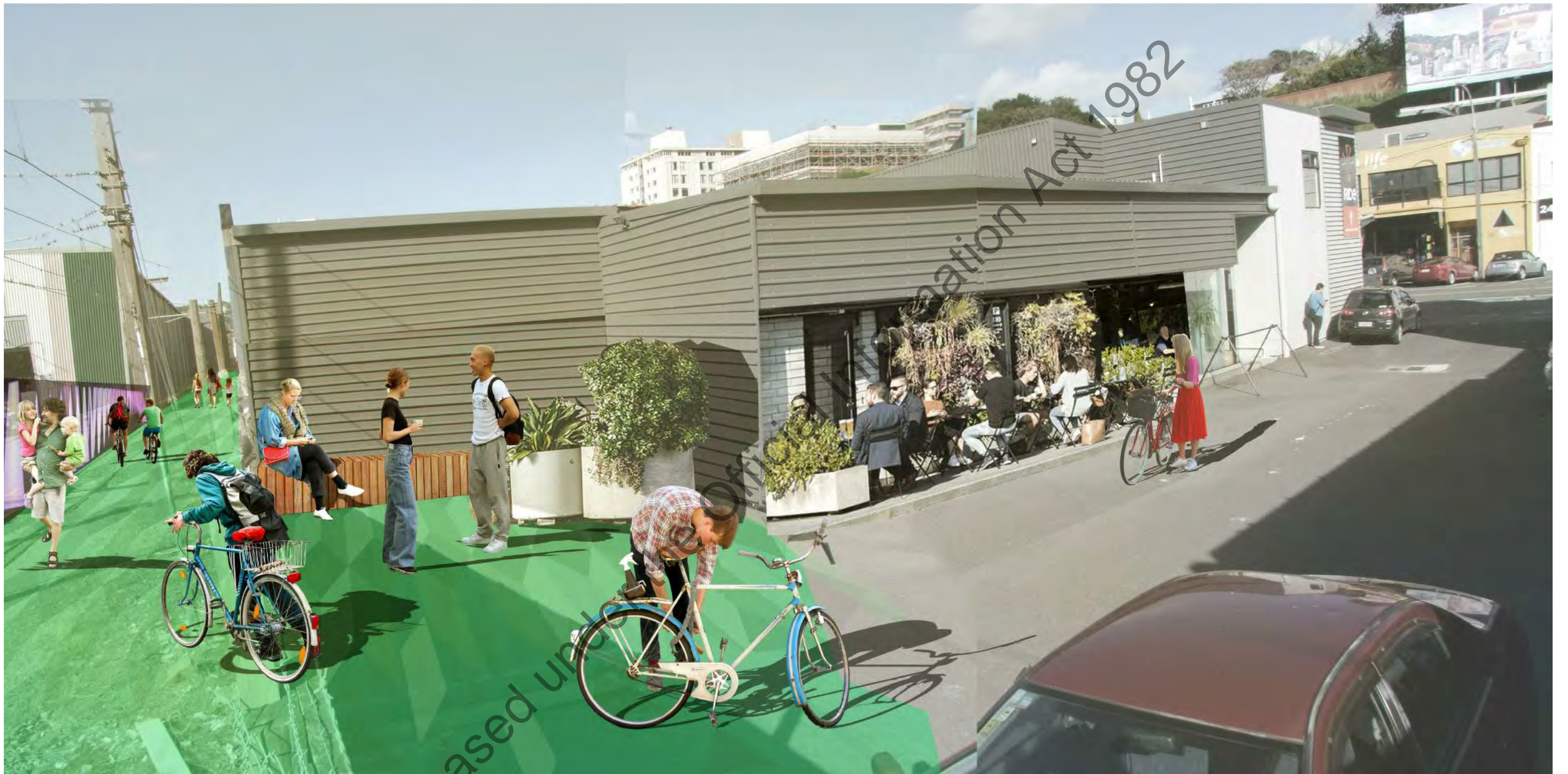
S T E M A P P R O P O S E D L A N E W A Y



-  PROPOS D AN WAY
-  X S NG P D S RAN & CYC PA H
-  X S NG RAN RACK
-  X S NG K RB CROSS NG
-  KW RA PROP R Y



Artist impression - View between Woolstore building, potential to open retail out to laneway



Artist impression - View of laneway opening up into current iRide area and connecting through to Thorndon Quay



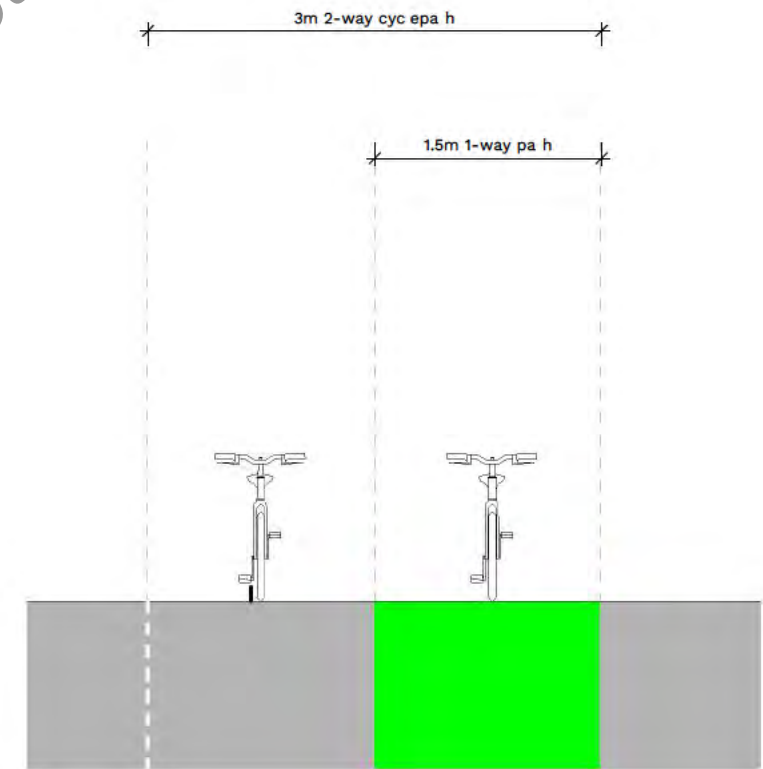
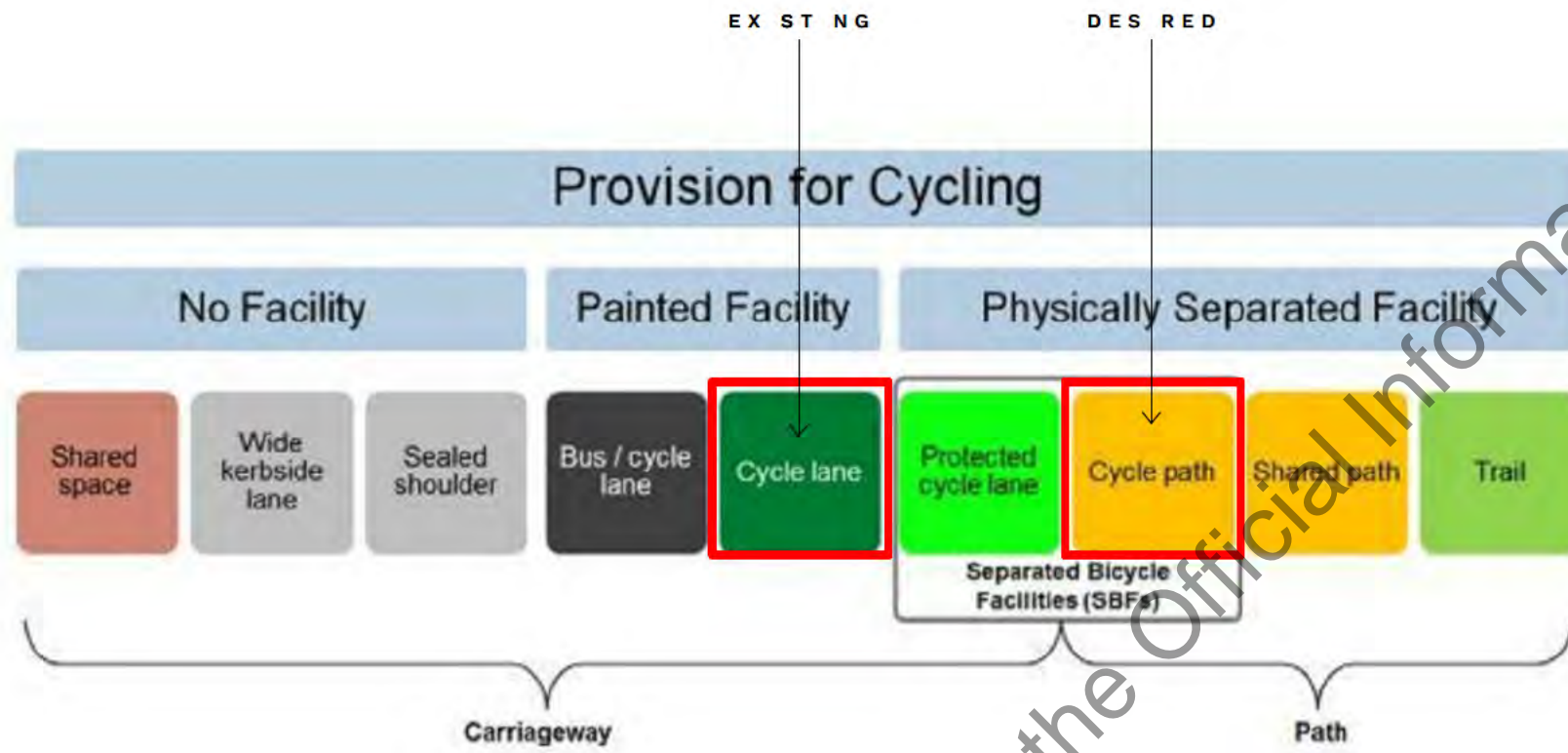
Artist impression - View underneath Statehigh 1 overpass



Artist impression - View of laneway passing through pinchpoint between Woolstore building and Kiwirail building

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APPENDIX



1 Section of ideal cyclepath
SCALE @ A3 - 1:50

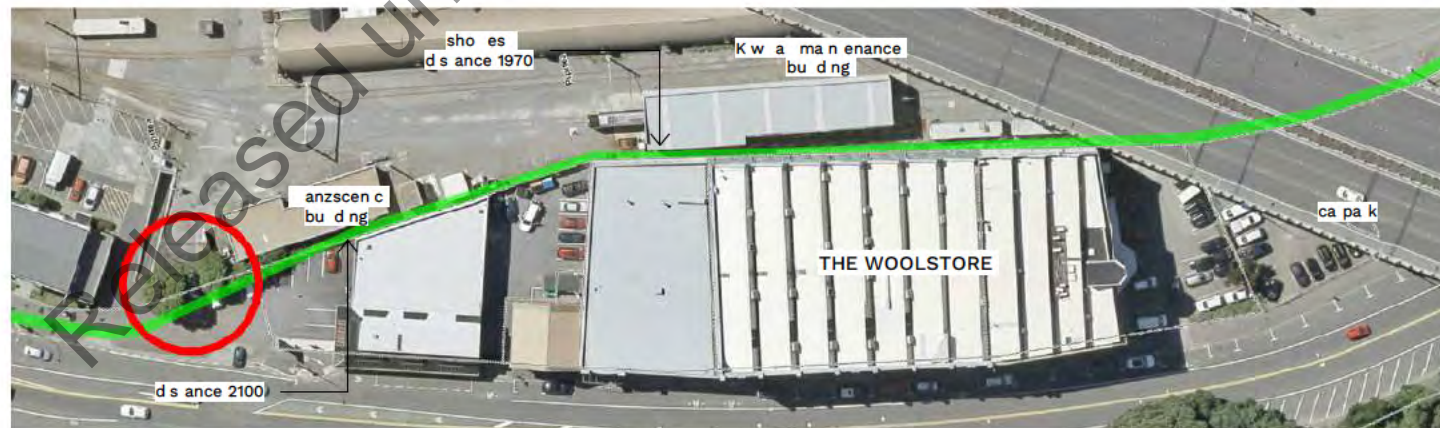
Figure 38: Summary of facility types by category

Image from Auckland Transport Code of Practice

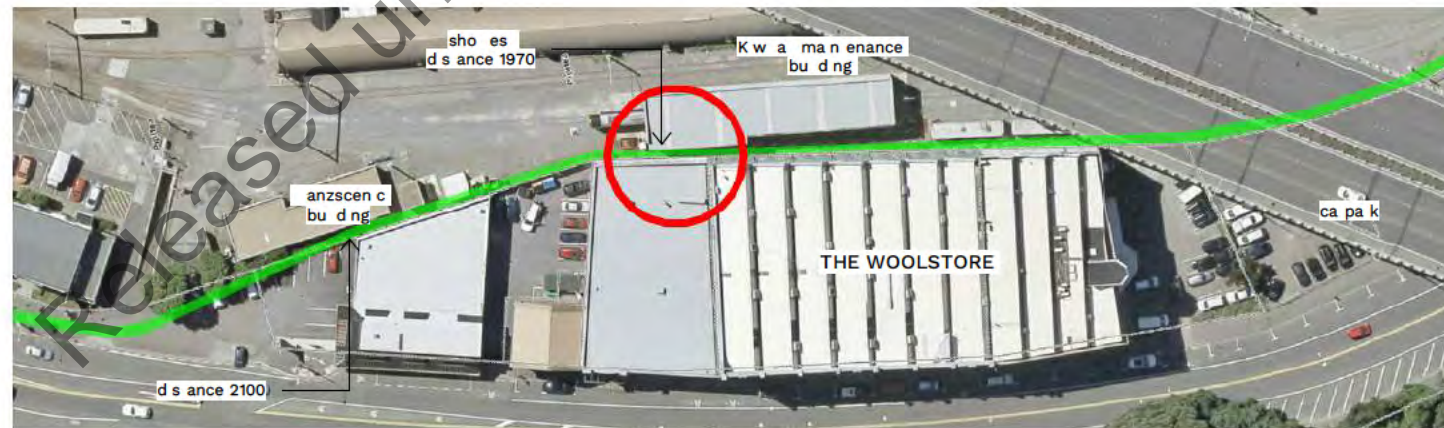
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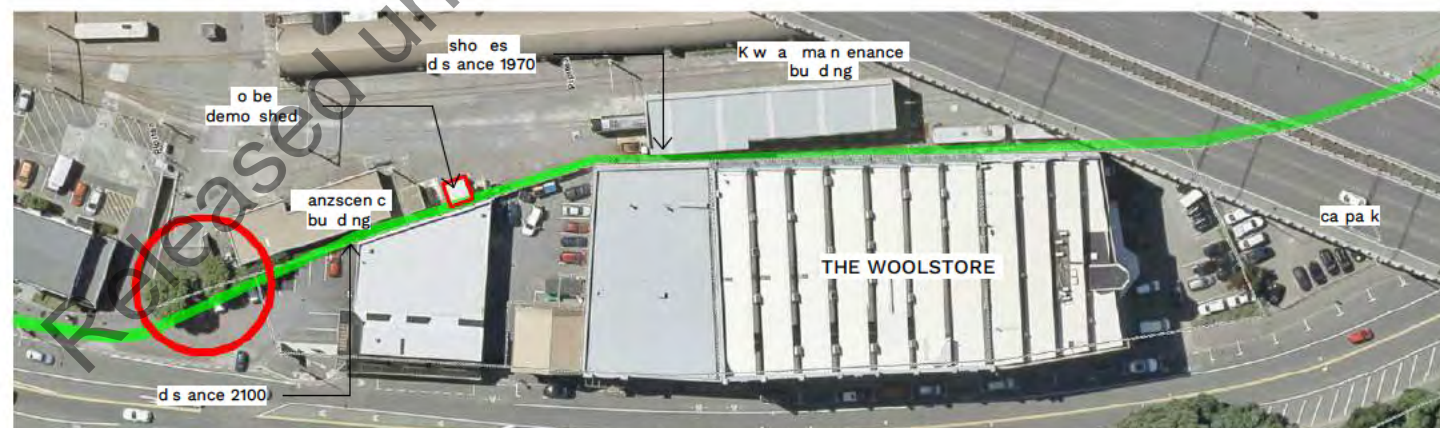
Proposed two-way cycle lane - Thorndon Quay and Hutt Rd.



SITE ANALYSIS - PART A



S T E A N A L Y S I S - P A R T A
 O P T I O N 1 ave s h ough anzscen c se v ce ca pa k a ea.



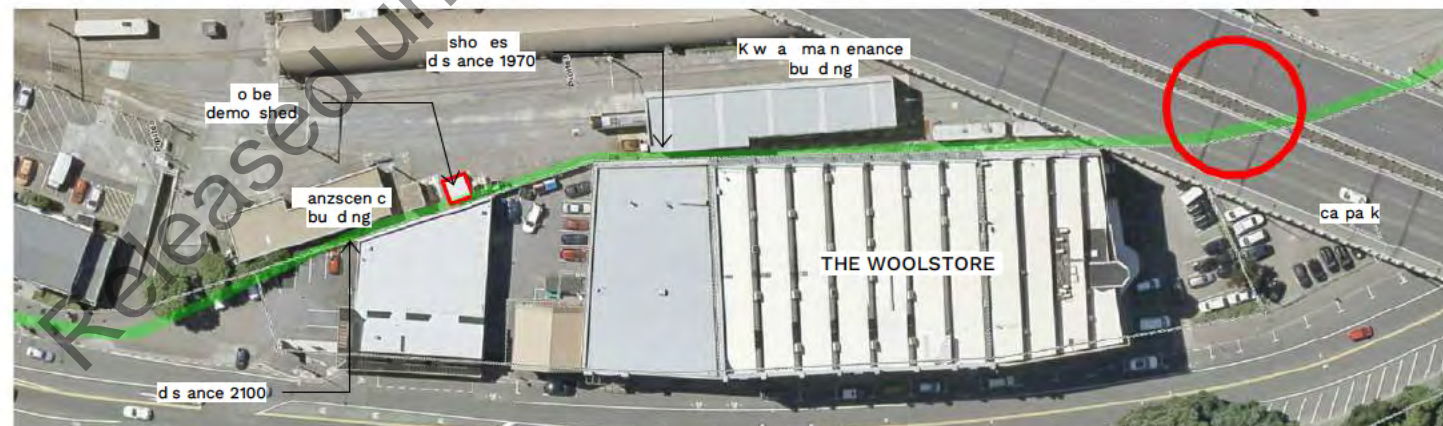
S T E A N A L Y S I S - P A R T A
 O P T I O N 2 No enough space be ween sma wh e bu d ng and back o ho ndon bu d ngs



1.5m ane

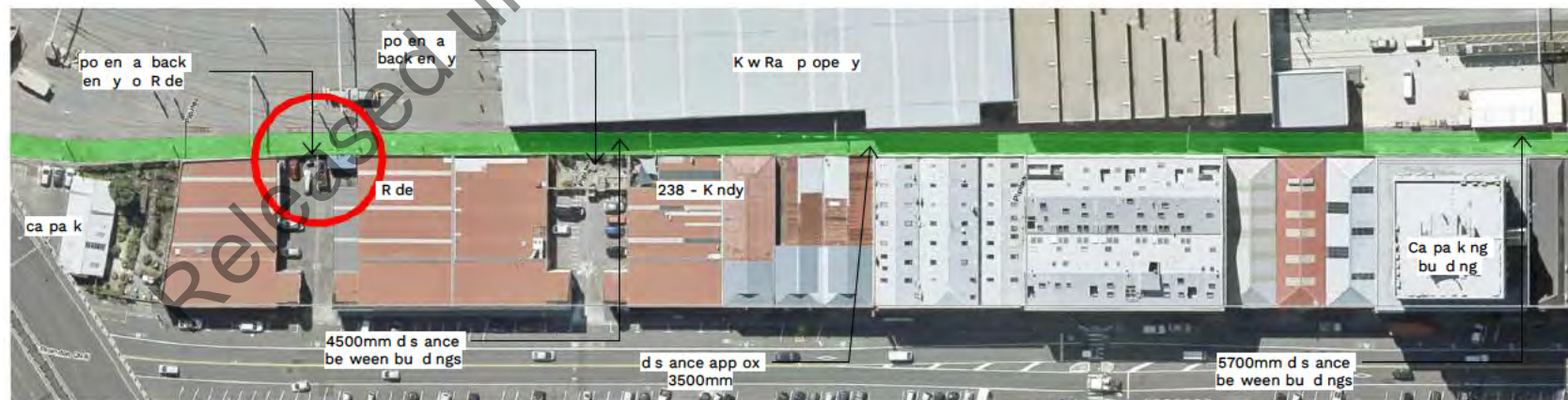


1.5m ane 1.5m ane
3m cy epa h

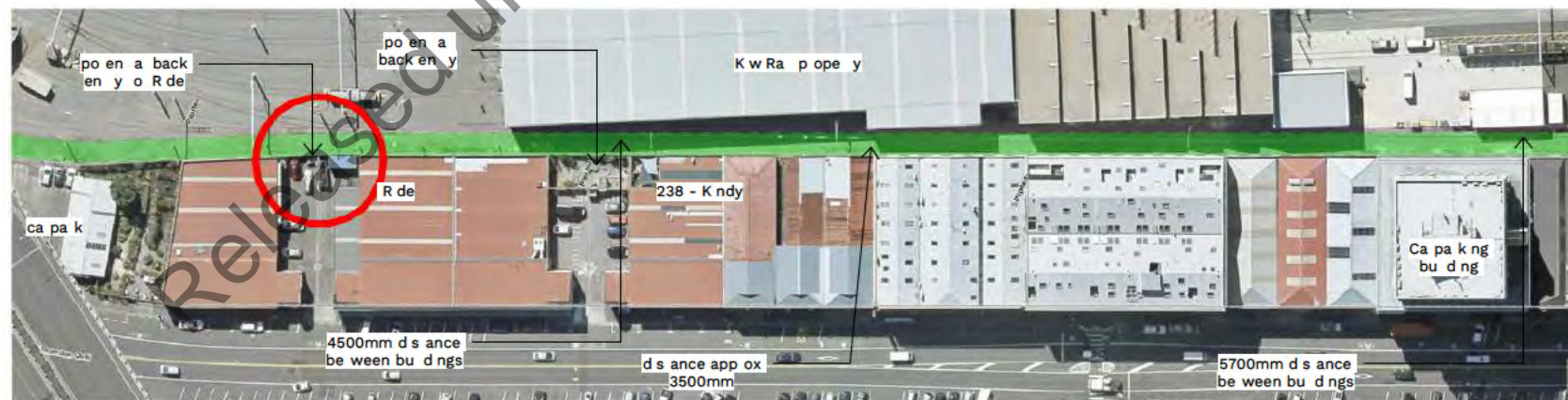


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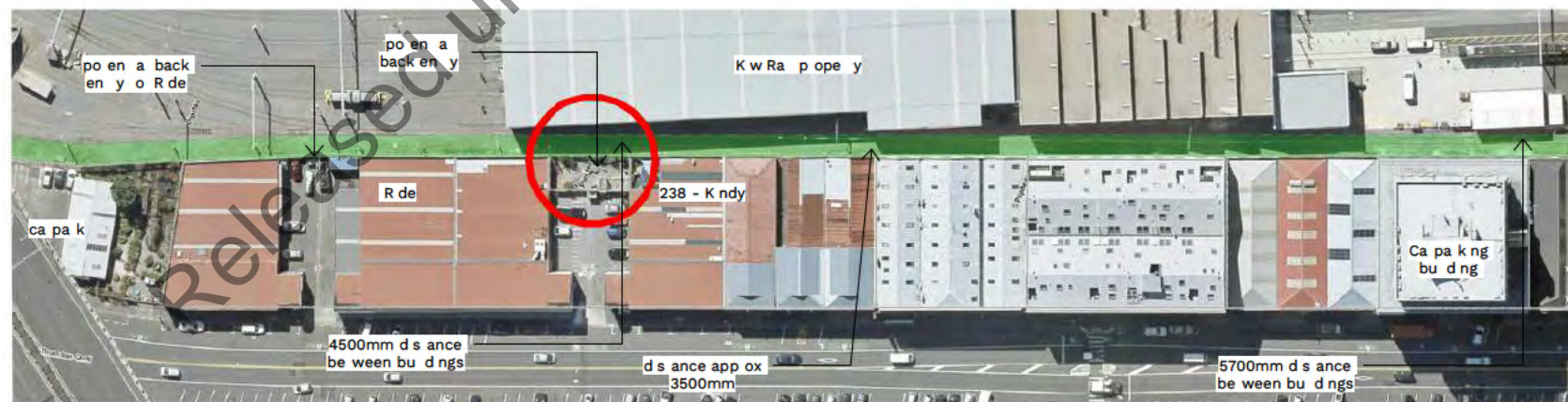
Sho es d s ance be ween Kw a ma n enance bu d ng and the Woo s o e on ya ows o 1-way cyc e ane.



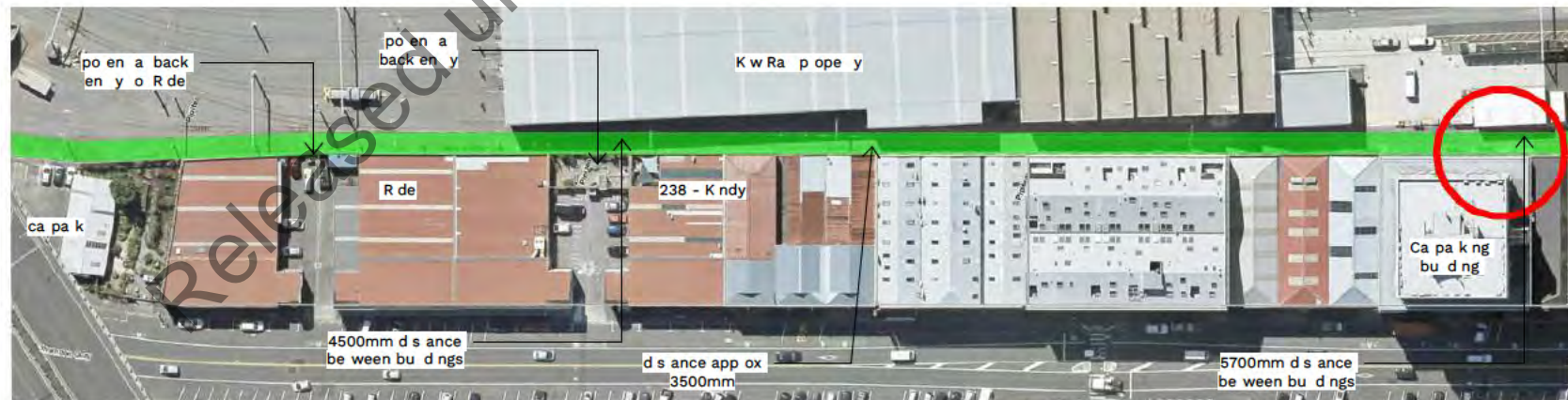
S I T E A N A L Y S I S - P A R T B



S I T E A N A L Y S I S - P A R T B



S I T E A N A L Y S I S - P A R T B



S I T E A N A L Y S I S - P A R T B



Act 1982



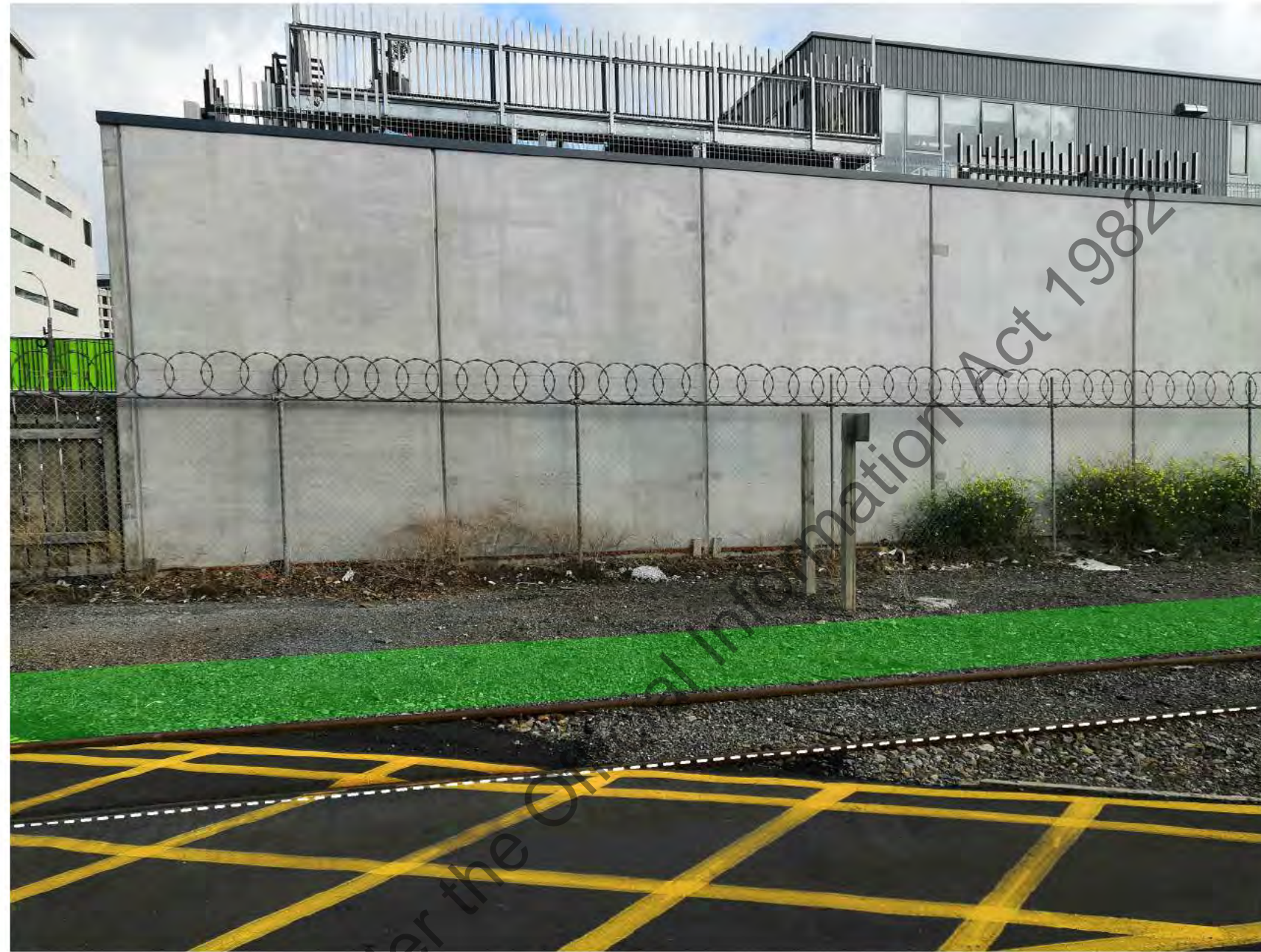
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S T E A N A L Y S I S - P A R T C



S I T E A N A L Y S I S - P A R T C

Potent al
bl nd corner



S T E ANALYS S - PART C



S T E ANALYS S - PART C

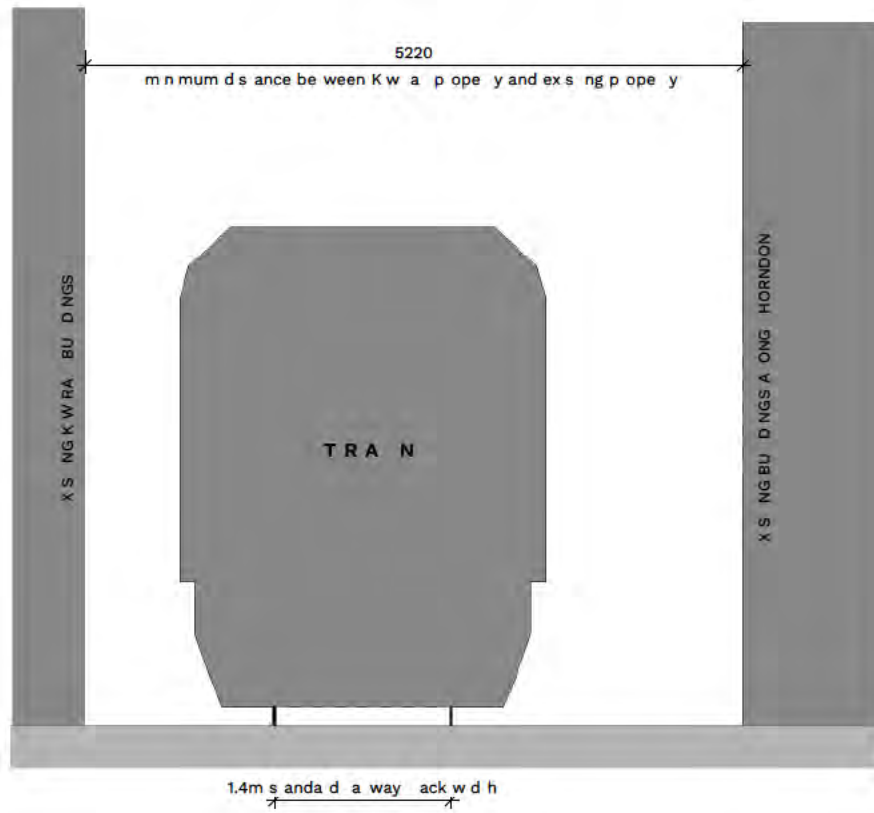
Blind corner



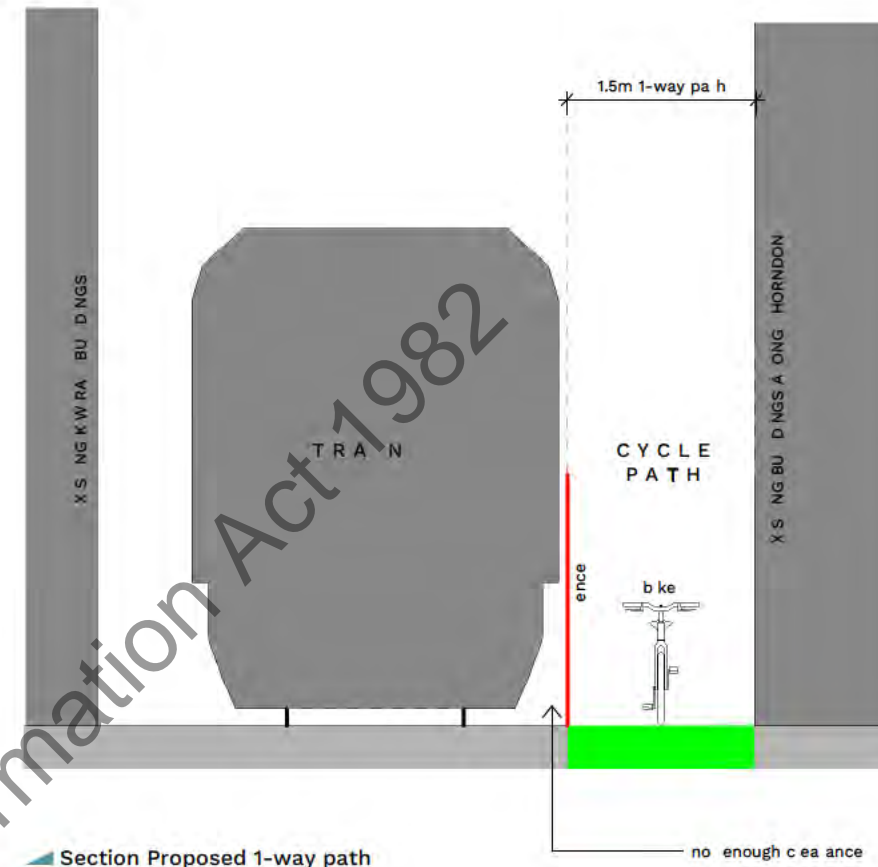
S T E ANALYS S - PART C



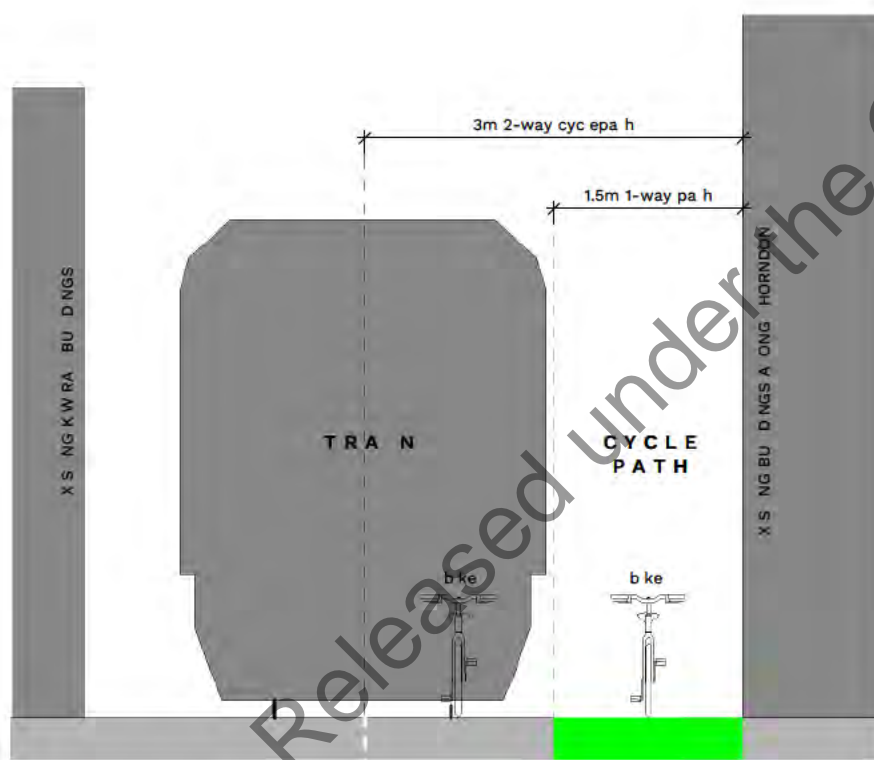
S T E A N A L Y S I S - P A R T C



Section Existing Train Layout

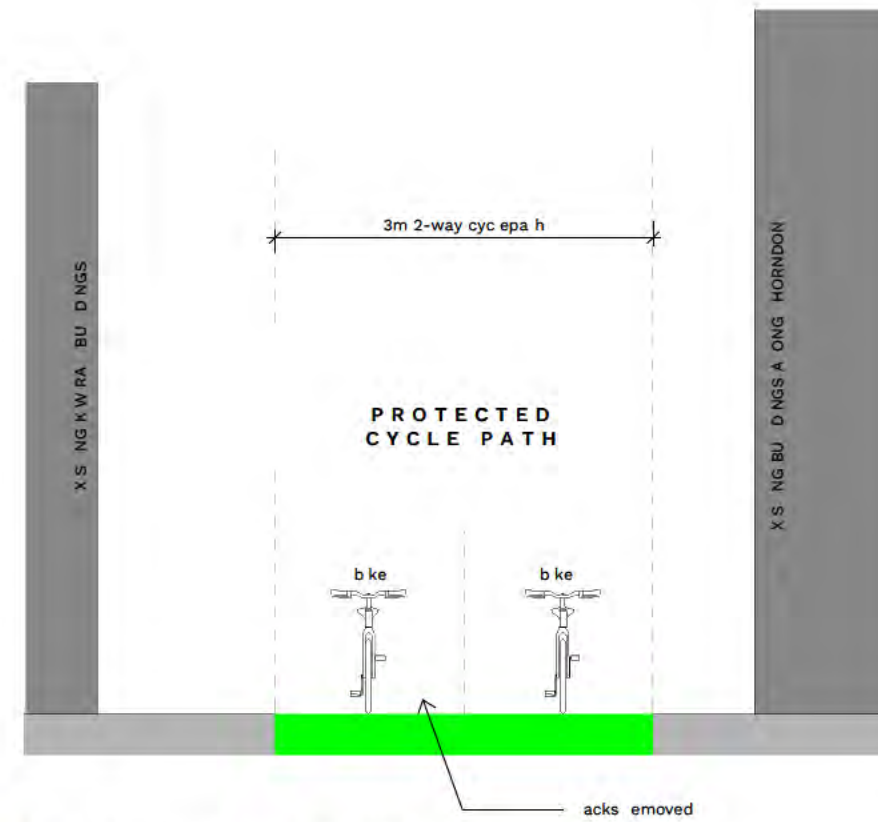


Section Proposed 1-way path

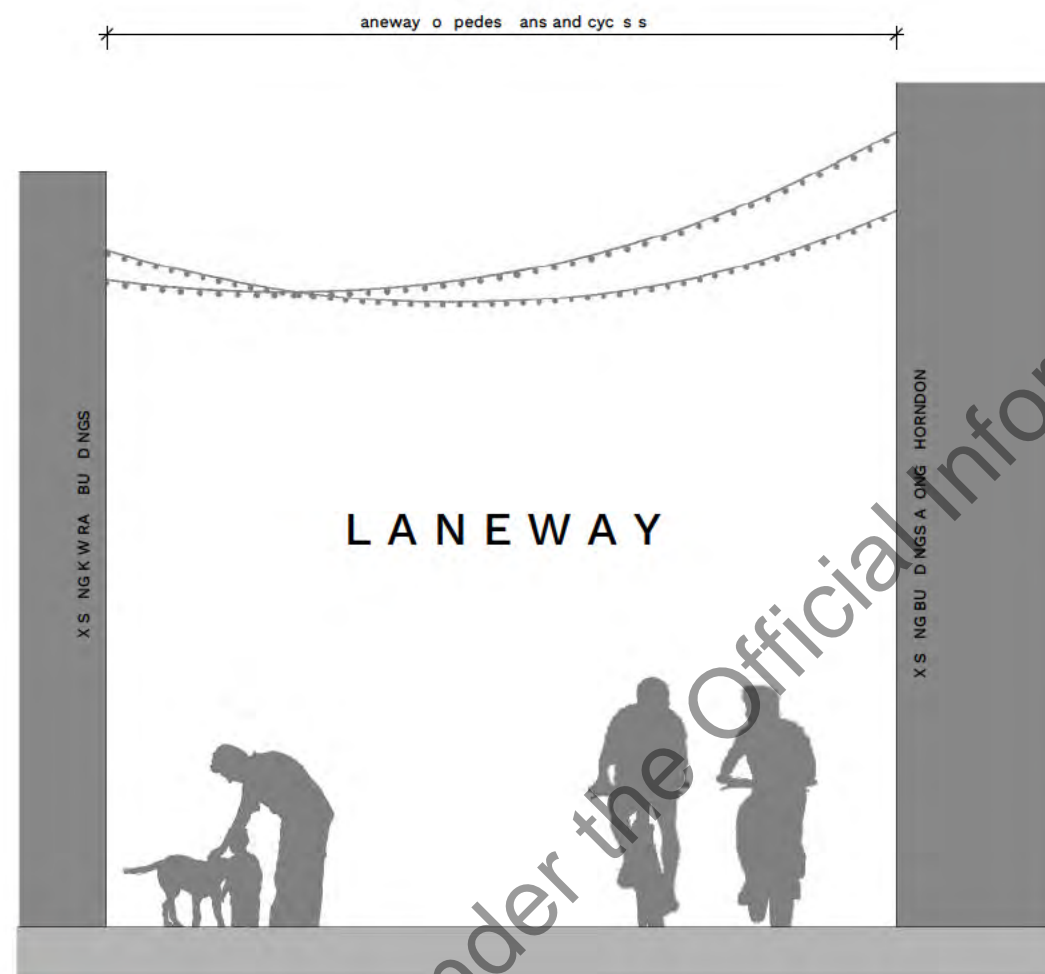


Section Proposed 2-way path

Can this zone be shaded?
How often is this rack used
and what happens today?



Section Proposed 2-way path - Ideal



Section Proposed Laneway
NOT TO SCALE

