



Cycle Aware Wellington

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Wellington City Council Urban Growth Implementation Plan 2015 – Cycle Aware Wellington submission

We would like to make an oral submission. Please contact Andy Gow at andy.gow@gmail.com

Cycle Aware Wellington is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we have worked constructively with local and central government, NZTA, businesses, and the community on a wide variety of cycle projects. We represent around 750 members and supporters.

Key points of our submission

- We strongly support the implementation of a cycle network as described on page 18. We would like to see this list backed up by projects and timelines
- We support redevelopments of Kent/Cambridge Terraces and Adelaide road (p27) providing high quality cycleways are built on this necessary route.
- We recommend the Aro Street Development and RNS projects to provide cycle provisions early on what is currently a dangerous area for people cycling.
- Please consider cycle laning provision for Lambton Quay as part of the regeneration project.

We support the implementation of a cycle network

- We strongly support the implementation of a cycling network (p18). Cycling became the number one most talked about idea in the [WCC's own feedback](#) on the 10 year plan. Of all the highly talked about topics, it receives the most support (91%) and receives the highest priority recommendation (80% - at time of writing). People really **want** – and **need** – cycle facilities.
 - We encourage more commitment on the routes specified on page 18. The majority of these routes are very busy, not friendly for cycling, yet have no good alternative. We think there is a good case for doing all of the ones listed, not just 'including' developments from the list. Twice as many people cycle in Wellington compared to 10 years ago, and there is a great opportunity to bring in new 'keen but concerned' people to cycling, further ease pressure on the roading network, and meet the

accident reduction targets mentioned in the plan, in addition to public health and carbon emissions benefits.

- We agree that including these projects with other upgrade projects together with pedestrian and public transport improvements makes sense. We want to see more such projects detailed.
- \$45 million over 10 years is a modest amount if the council wants to create a quality level of cycle infrastructure.
 - especially over the whole city rather than just CBD,
 - especially when an extra \$100m funding is available from the government
 - especially set against a spend of \$433 million on the vehicle network with flat demand, not counting the NZTA spend.

Kent & Cambridge Terrace, Adelaide Road

(3) We support redevelopment of Kent Terrace, Cambridge Terrace, and Adelaide road **providing that high quality segregated cycleways, and a smart, safe transition around the Basin are included**. This is a key route for most cyclists coming from Newtown, Berhampore, Island Bay, and surrounding hill suburbs, and there is no real alternative. There is also room for such provision on these wide roads.

Cycle provisions early for Aro & RNS projects

The area at the bottom of Aro valley is dangerous for people cycling, and there is no alternative for those coming to/from Brooklyn or Aro Valley. We recommend that this area is improved for cycling safety in advance of the project start in 2022 - it was made more dangerous with the four laning project completed last year.

The State Highway 1 Roads of National Significance project must consider cycling needs early in planning. We recommend cyclists and pedestrians are separated on this high-use route (particularly in a tunnel route through Mt Victoria). Good cycle facilities through to Hataitai/Kilburnie will be well used and thus ease car traffic - it's a short journey with a low rise, yet currently very unpleasant to ride.

Lambton Quay

We recommend that the North Lambton Quay project (p16) includes good cycle lane provisions (that are extended down the whole of Lambton Quay). Making this route easier to people to cycle adds mobility to the north Golden Mile, which has a high concentration of office workers, a modest traffic volume.

Nā mātou noa, nā Cycle Aware Wellington
17 April 2015