



Cycle Aware Wellington

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Wellington City Council Draft Waterfront Development Plan 2015 – Cycle Aware Wellington submission

We would like to make an oral submission. Please contact Andy Gow at andy.gow@gmail.com or 02040137231

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 highly recommend that WCC builds segregated cycle lanes on the waterfront Quays (Waterloo/Customhouse/Jervois Quay)
- Segregated cycle lanes on the Quays fit very well in with WCC's aims as listed in 'measurement of performance'.

Segregated cycle lanes are needed on the Waterfront Quays in Wellington

The current situation

At the moment, people who want to cycle along the waterfront must choose between the shared area on the waterfront itself, and battling traffic on **Waterloo/Customhouse/Jervois Quay (the Quays)**. The waterfront is busy with pedestrians, which puts fast cyclists and pedestrians in conflict.

Meanwhile the Quays are not an attractive alternative for people who want to cycle. They have no cycle provisions, six lanes of busy traffic, numerous side roads (Northbound), plus car dooring hazards. This translates to real casualties for people who ride bikes here. In 2013 ([according to NZTA's CAS](#)), 5 out of 33 crashes on the Quays involved people on bikes - that's 15% of all crashes and is disproportionately high given the proportion of cycles on the road to the rest of

traffic.

Why the waterfront is important for people cycling

The waterfront is naturally a thoroughfare for anyone coming from the Southern and Eastern suburbs, to the northern CBD or beyond - in fact there is no alternative. More people than ever are now cycling in Wellington (twice as many as 10 years ago), and one good reason is because it is faster to ride a bike to/from these suburbs than via any other transport mode at peak time, whilst being inexpensive and convenient for parking.

People using the waterfront for commuting have different needs to leisure users, and will be travelling faster. But we think even leisure users would use segregated cycle lanes on the Quays - people on bikes tend to be going further than pedestrians.

This works with WCC's objectives for the waterfront (pages 6 and 7)

- **Readily accessible to all people** - Cycle lanes will make the waterfront paths more comfortable for pedestrians by removing faster people from the waterfront paths themselves. They increase accessibility to people who want to cycle commute.
- **Perceived to be safe at all times** - Currently the waterfront Quays are perceived to be very unsafe for cycling, whilst pedestrians would not perceive the presence of faster cyclists improves their safety. Where segregated cycle lanes separate footpaths from roads, pedestrian safety improves, as has been seen in New York.
- **An attractive place that draws locals and tourists alike** - Tourists will use such a path to commute between the tourist attractions on the waterfront (e.g. Te Papa, Queen's Wharf, Museum of Wellington, Frank Kitts Park), accommodation (e.g. YHA, Ibis, Bay Plaza, Youth Hostel, Museum Art Hotel Motorhome Park), and transport (e.g. Bluebridge, east-west ferry, train station, Interislander). Currently the Lonely Planet says Wellington "isn't really cut out for cyclists" and there is an opportunity to change that. Locals will use it for commuting as mentioned above in addition to leisure and for waterfront access as discussed.
- **Caters for a wide range of events and activities** - Making the waterfront more easy for people to cycle along will make it easier for people to visit the area and its attractions - particularly during events when the waterfront itself becomes too busy to cycle.
- **Improved access along the waterfront between the city and harbour** - Not just for cars and people walking.
- **An evolving waterfront experience** - For everyone.

In addition, it is in line with ideas towards moving the car transport corridor back towards State Highway One and away from the waterfront mentioned in the WCC Long Term Plan 2015. We mentioned in our submission to that plan, cycle lanes also help reduce council roading costs, help improve the health of residents, and reduce the accident rate. Similarly the [WCC's Gehl report \(2004\)](#) was recommending implementing cycle lanes and reducing car domination of the waterfront (a 'boulevard' approach) over ten years ago (p54).

This works in other cities

Portland, Oregon (USA) has a [waterfront park trail](#) like Wellington's waterfront, and segregated cycle lanes on the adjacent road ('Parkway'). Signs on the road encourage faster cyclists to

choose the cycleway on the road, and the waterfront trail then has more share of people walking and biking for leisure. This works very well for the city.

Please do it!

We think that segregated cycle lanes on the waterfront Quays will be one of the most beneficial changes to the waterfront, and help bridge it to the city. The existing roads are wide and can provide the space, and the need is as important as Kent/Cambridge Terrace or Victoria/Willis Streets if not more so - this is the key thoroughfare to the most dense part of the city from anywhere South/East of the CBD.

Nā mātou noa, nā Cycle Aware Wellington

24 April 2015