



**Cycle Aware
Wellington**

Cycle Aware Wellington
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Submission to Environmental Protection Agency on Basin Bridge

Cycle Aware Wellington (CAW) is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We are the local advocacy group for cyclists who use their bikes as a means of transport. Since our inception in 1994, we have worked constructively with councils on a wide variety of cycle projects. Cycle Aware Wellington represents 600 members and supporters.

- Contact: James Burgess - at the CAW address above or jim.burgess@gmail.com, 021 565633
- Cycle Aware Wellington opposes the proposal
- We would like the board to reject the proposal - but if permission is granted we would like improvements to the walking and cycling provision to be a condition.
- We would like to speak at the hearing
- We are not a trade competitor of the applicant.

We oppose the Basin Bridge overall

We don't think the Basin Bridge is the best solution for moving traffic around the Basin Reserve. We should avoid dividing the city with restricted access at ground level. We think a bridge is unnecessary spending and poor value for money. The bridge and tunnel scheme was given a BCR of only 0.5, showing it to be uneconomic. Recent figures suggest the need and effectiveness will both be lower than that.

We support better provision for cyclists and pedestrians

If a bridge is to be built, we want it to serve pedestrians and cyclists as well as possible. The pedestrian and cycling facility is crucial to the bridge fulfilling the aims of the scheme. If a bridge is built, the facility is the only way to achieve a dedicated, direct East-West route for pedestrians and cyclists without crossing multiple lanes of traffic.

Cycle Aware Wellington surveyed local cyclists in July 2011. Over 96% of respondents said they would prefer a cycling facility on the bridge to the alternative: having to come down to street level and cross the traffic lanes.

Better North-South connections through the Basin are critical if it is to support pedestrians and cyclists. The plans in the submission do not show good-quality connections around the Basin Reserve.

The design of the shared path alongside the bridge is too narrow for safe, comfortable movement

The proposed design of the shared path for pedestrians and cyclists will not provide a safe, comfortable journey across the bridge. It is too narrow. This will cause conflict between

pedestrians and cyclists and risk accidents in a place that would be difficult and disruptive (to traffic on the main bridge) to service with emergency vehicles.

The chosen width of 3.0m is less than the applicable Austroads and NZTA guidelines specify as an absolute minimum. Given the following factors, those guidelines require a minimum width of 4.0m and recommend at least 5.0m.

- safe minimum operating envelope for cyclists
- clearance from walls, fences and other obstacles to the side of a path
- exposure to side winds
- speed and gradient
- quantity of cyclists and pedestrians using the bridge at peak times.

See references 1 and 2 below for these design guidelines.

The recently opened Grafton Gully cycleway in Auckland is 4m wide - and that is in a setting with less pathside obstacles and less exposure to side winds.

The 'cable mesh' fence proposed for the outside of the shared path — a mesh a bit like chickenwire — will not provide effective shelter from the wind, and will cause crashes if cyclists' handlebars come into contact with it.

Reference 1

Cycling aspects of Austroads Guides – 'Austroads'

<https://www.onlinepublications.austroads.com.au/items/AP-G88-11>

Section 7.5.7 Clearances, Batters and Fences

Reference 2

New Zealand supplement to Austroads Guide to Traffic Engineering Practice: Part 14: Bicycles

<http://www.nzta.govt.nz/resources/nz-supplement-austroads-qtep-part-14-bicycles/docs/nz-supplement-austroads-qtep-part-14-bicycles.pdf>

Sections 6.3, 7.1, Table 7.5