

## Issues with Wellington Inner City Bypass and cycling.

### ***Crossing bypass:***

Victoria St heading south: no provision for cyclists, must mix with fast moving multilane traffic while climbing hill. To get to Aro St, need to cross lanes of fast moving traffic. Safest and most efficient routes to Aro St are illegal (e.g. Abel Smith - Willis St pavement - pedcrossing to Aro St)

Willis heading north: cyclists need to get into right and middle lanes to avoid left turning lanes at motorway, Ghuznee.

Taranaki St - cycle lane facilitates crossing bypass heading north.  
why not similar provisions at Victoria & Willis?

### ***Entering/Exiting:***

No clear directional signage (e.g. "cycle route to Adelaide Road/Hospital"). Cyclists are discovering informal routes from/to Mt Vic tunnel, at Basin reserve, Aro St, but these aren't entirely legal and/or safe, and aren't indicated. At east end of cycle route there is an entry into Cambridge Tce to head north, but no route into the Basin Reserve. No very good route from Kent Tce to the bypass cycle route. There is a route extending the bypass cycle route through to Ghuznee St and university, but it's not marked.

### ***Other issues***

- Cuba St diagonal crossing - this is weird. Causes pedestrian conflict.
- Victoria St slip lane (SE corner) - odd placement of shelter is difficult to navigate past.
- Bypass cycleway alternates between shared and separate path without clear demarcation, leading to cyclist/pedestrian conflict. "look & feel" not consistent.
- Poor maintenance - currently many sections dug up, and sealing doesn't seem to be a priority. Frequent blocking by roadwork vehicles
- Cycleway is two-way but only on one side, putting cyclists on "wrong" side of road. Cycle Network and Route Planning Guide (2003, #5.3.3 does not recommend this). A possible approach is to use the cyclepath primarily for contraflow East travel; put cycle lane(s) on road for W travel?
- Delays at crossings due to button pushing, and crossing phases shorter than motor vehicle phases, making a slower trip. (potential for cycle detectors?)
- Is there potential for making Abel Smith St a cycle route, particularly if turning right into Taranaki (traffic island?) was possible.

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