

14 July 2012

Andy Foster
Portfolio Leader: Transport (Public Transport and Roads)
Wellington City Council
P.O. Box 2199
Wellington 6140
New Zealand

Re: WCC strategies regarding a cycle friendly CBD

Dear Andy

I am writing on behalf of the Architectural Centre, a group which represents both professional and non-professionals interested in architecture and design, and in the promotion of good design in Wellington.

We are aware of, and encourage, the WCC's support of pedestrian and cycle-friendly cities, in particular we strongly support the strategic intent of the WCC's Cycling Policy (2008) to "improve cycle safety throughout Wellington" and to "improve the convenience of cycling in Wellington" (p. 4). Within this context there are two issues in particular we would like to inquire about: (i) advanced stop boxes (or bike boxes) at signalled intersections, and (ii) cycle routes through the CBD.

(i) advanced stop boxes (or bike boxes) at signalled intersections

The WCC Cycling Policy (2008) commits to "[u]ndertake an ongoing review of signalled intersections to understand where advanced stop boxes could assist" in 2009-2010. (pp. 13 §2.3; 26 §2.3) and to "[p]rovide advanced stop boxes at signalled intersections where required" in the near future (2013-2016) (pp. 13 §3.5; 28 3.5). We believe that the provision of advanced stop boxes are an important part of improving road safety for cyclists and increasing the awareness by car drivers of the presences of cyclists. Could you please advise us of the outcome of the 2009-2010 review? Which intersections will be provided with advanced stop boxes?

(ii) cycle routes through the CBD.

We appreciate the emphasis that the WCC has put on commuter cycling routes into and out of the CBD, but are aware that there are significant difficulties in cycling through the CBD. We consider that part of this is due to the focus by the council on commuter routes from the suburbs and the assumption that the waterfront can serve as a commuter cycle route, despite signage indicating pedestrian priority in this area. The waterfront plays an important role for recreational cyclists who are content with an interrupted journey due to pedestrian traffic, but this has limited value as a route for other cyclists.

Appendix 1 in the WCC Cycle Policy (2008) "Key Cycle Routes" is a map of the greater Wellington region. It demonstrates that the CBD is primarily seen as providing priority bus routes and is heavily reliant on the waterfront as a cycle route through the CBD. There is little sufficient routing to enable convenience access to the waterfront. There is no convenience (uninterrupted) route for cyclists across the CBD (say from Cuba Mall to Parliament and vice versa). What route through the CBD does the council envisage as a viable transport route for cyclists? What work is the council currently undertaking to secure this route for cycling through the CBD?

Yours faithfully



the architectural centre inc.
PO Box 24178 Wellington

Christine McCarthy
President
The Architectural Centre
arch@architecture.org.nz