

4 October 2017

Freepost 2199  
Walking and biking improvements in the central city  
Wellington City Council  
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Wellington 6140  
transport@wcc.govt.nz

**Re: Walking and biking improvements in the central city**

including: Featherston Street - Traffic Resolution  
Post Office Square - Traffic Resolution  
Kent and Cambridge Terrace - Traffic Resolution

This submission is from the Architectural Centre, an incorporated society dating from 1946, which represents both professionals and non-professionals interested in the promotion of good design. We make the following points regarding the proposals for Featherston Street, Kent/Cambridge Terrace, Post Office Square

**Produce a comprehensive and coherent plan**

1. The structure of this consultation using a "consultation-by-street" model, creates the impression that the council's approach to cycling infrastructure is *ad hoc*, and undermines any ability to have confidence in the council regarding actually improving things for cyclists.
2. We believe that there needs to be city-wide design conventions and strategies developed, which also better accommodate pedestrian and mass public transport, rather than this seemingly piecemeal approach which is singularly focussed on cyclists in disconnected parts of the city and which removes pedestrian space (e.g. in Featherston Street "On the Whitmore Street corner ... we would cut back 1.5m of kerb to widen the street to make room for the bike lane"; e.g. converting an existing footpath (that cyclists already use) to a "shared path" on Ellice St). Sacrificing pedestrian space because of a more vocal cycling lobby is not a sustainable strategy in any sense of the word.
3. The "consultation-by-street" reduces the focus on redesigning intersections which are probably the most critical aspect of inner-city cycling.
4. Many of the proposals formalise existing cycle use on footpaths. Making a footpath green does not in practice significantly improve cycling infrastructure.

**Think Bolder**

5. The patchwork editing of streets does not provide cycling infrastructure with integrity (e.g. adding a cycle crossing on Kent/Cambridge Tces simply to make cycle use of a pedestrian crossing legal doesn't improve anything).



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6. As we have highlighted in our submission of 17 September 2017 for "Option to improve cycling connections in the eastern suburbs ...," the Architectural Centre sees a need for a fundamental re-design of roads to reflect the priorities of the twenty-first century - not the early twentieth-century. We believe that the WCC (and LGWM) could play a leadership role in achieving this.
7. Even Mexico City is adopting a car-free Sundays for 35 miles of their roads, cutting speed limits (30km/hr on side streets), a protected network of bike lanes, and **putting the needs of pedestrians first**, followed by cyclists, then public transport, cargo and finally private cars and motorbikes.<sup>1</sup>

#### **Materially reduce the number of cars in the city**

8. The proposal does nothing to reduce the number of cars on the road, nor effectively reduce road space for cars. The Featherston Street proposal, for example, is careful to state "[t]he number of traffic lanes would stay the same."
9. Similarly the apologetic hesitancy about removing car-parks is not an attitude which will effect the transport hierarchy that the council pushes as evidence of its sustainability. These proposals do not prioritise cycling over traffic, but are timid excuses for action.

#### **Intersection Design**

10. Introduce either Netherlandish bike-friendly intersections or the NZTA cycle-friendly-roundabouts at all inner-city intersections.<sup>2</sup>
11. Including bike boxes at intersections is not good enough. Viable routes to get to bike boxes are also necessary.
12. Introduce free left turns for cyclists. This would require at least a painted cycle lane around every street-corner, but would also benefit from a redesigned corner footpath/street, or the introduction of Netherlandish intersection design (see our Miramar Ave submission 27 September)

#### **Make the city safer**

13. Reduce conflict points (e.g. redesign intersections, reduce the number of lanes to prevent cyclists getting hit while having to move across lanes, increase the number of shared spaces throughout the city).
14. Identify existing accident points and address these.
15. Include traffic calming and signage to support cyclists with the introduction of any sharrow road markings

#### **Address east-west impermeability**

16. Address the east-west impermeability of the inner-city (a couple of initial ways of beginning to address this would include reversing the direction of Jessie St, continuing Garrett St to Victoria St under Kaiapo House, creating a connection through to Tory St through the garage at the end of Barker Street in the building the City Archives is in).

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<sup>1</sup> van Mead, Nick "Viva la revolución: Mexico City cyclists fight for the right to ride in safety" *Guardian* (11 November 2015) <https://www.theguardian.com/cities/2015/nov/11/viva-la-revolucion-mexico-city-cyclists-fight-right-safety>

<sup>2</sup> NZTA "Cycle-friendly roundabouts" <https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-network-guidance/designing-a-cycle-facility/intersections-and-crossings/roundabouts/cycle-friendly-roundabout/>

**Cherish informal routes**

17. Create easements to protect existing (probably illegal) routes, before they get built out (e.g. Holland to Taranaki St; numerous driveways between Jessie St and Vivian St; accessways between Vivian and Frederick St etc)
18. Incentivise development which retains and/or creates new pedestrian/cycle paths (e.g. the Comfort Hotel between Wigan St and Dunlop Tce)

**Other possibilities**

19. A cycle and pedestrian way connecting Tasman and Tory Streets down to Te Papa would provide access to the CBD from the south by passing the Basin.

Thank you for this opportunity to comment on the three proposals for Central city cycling. If you have any questions please do not hesitate to contact us.

Yours faithfully



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