

20 November 2017

Oriental Bay Shared Path Feedback (114)
Wellington City Council
P.O. Box 2199
Wellington 6140
transport@wcc.govt.nz

Re: Oriental Bay shared cycle-pedestrian path

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 Oriental Bay share cycle-pedestrian path options:

1. the Architectural Centre prefers Option A. The reasons for this are because we support:
 - (i) the reduction from 65 car-parks to 32 car-parks
 - (ii) the retention of a healthy median strip
 - (iii) the wider (4.8m plus 1m buffer) road-side shared cycle-pedestrian path
2. We do not support Option B because:
 - (i) there is no reduction of car-parks.
 - (ii) the median strip is significantly reduced (from 2.2m to 1m)
 - (iii) the road-side shared cycle-pedestrian path is almost 1.5m narrower than that proposed for Option A
3. Additionally we suggest that the two shared paths (road-side and harbour-side separated by the row of pohutukawa trees) be designed to encourage faster commuter cycling/pedestrian users on the road-side path, and more leisurely use (including children and novice cyclists) on the harbour-side path. The road-side path might include suggest separated cycle/pedestration use through a rougher paved surface on the pedestrian side.
4. We ask the council to continue to progressively remove car-parks, and strongly urge the council to replace some of the parallel car-parks in Option A with cycle parking, motor-cycle parking, and car-share car-parks.
5. Related to this, we also ask that the WCC research the relative safety of different types of car-parking, especially for cyclists. Cyclists can be hit by opening doors of parallel parked cars, and cars with high driver head rests and tinted back windows obscure driver movement and so further reduce the time that cyclists have to react to an opening door. Drivers of angle-parked cars often do not see cyclists, but reversing lights can provide good warning. We note that some are of the opinion that reverse-angle-parking is the best because car drivers have better vision, but less warning is probably given to cyclists. We note that the angle of angle-parking is a relevant consideration.
6. We also note that pohutukawa trees along Oriental Parade are not indigenous to the Wellington region, and encourage the council to



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progressively replace these trees as they age with trees native to the Wellington area.

Thank you for this opportunity to comment on the options for Oriental Bay shared cycle-pedestrian path. If you have any questions please do not hesitate to contact us.

Yours faithfully



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