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17 December 2014



the architectural centre inc.
PO Box 24178 Wellington

re: Traffic Resolution - Island Bay

Introduction

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.

1. The Architectural Centre does not support the Island Bay cycleway. We refer to our previous submissions (6 October 2014; 6 May 2014) regarding our comments on the premature nature of the cycleway as an investment in Wellington cycling infrastructure (w.r.t the greater priority and need in other parts of the city), as well as the problems with the proposed design when compared with international best practice. These submissions provide alternative design suggestions, including counterflow cycle lanes on one side of the road, with car parking, which may address perceived needs better than the solution currently endorsed by Council.

In this regard we also note the very low accident numbers involving cyclists on The Parade over the period 2000-2014, and query whether Island Bay (and The Parade) has the greatest need for cycling infrastructure in Wellington city. The following graphs compare The Parade and Adelaide Rd accidents and injuries (data is taken from NZTA Crash data).



Fig 1: Accidents (2000-2014) for Adelaide Rd (red) and The Parade (black)

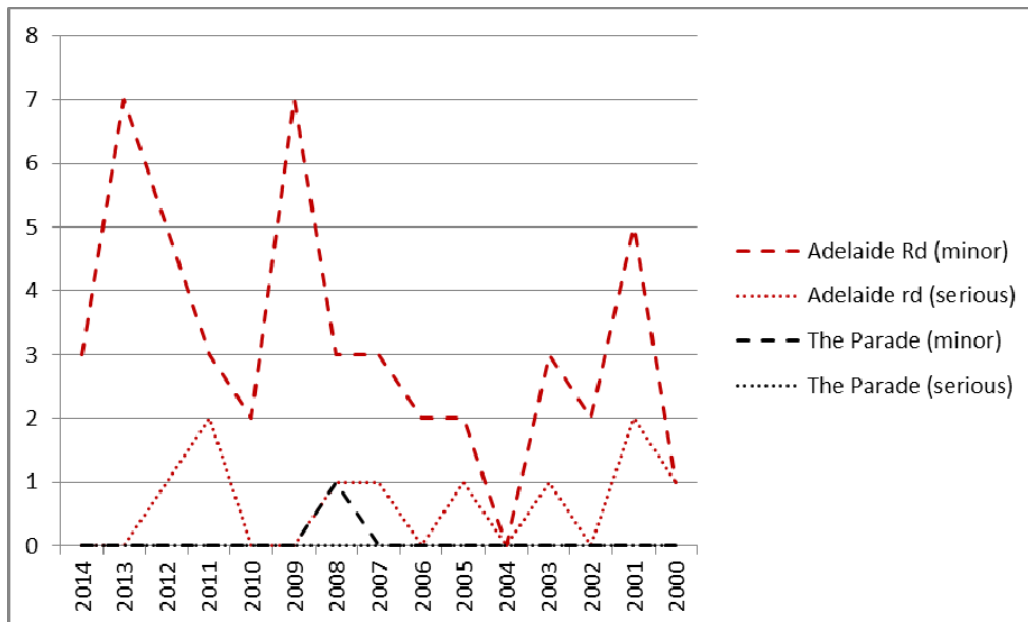


Fig 2: Injuries (2000-2014) for Adelaide Rd (red) and The Parade (black)

There have been only three cycling crashes on The Parade since 2000 (2008: Dee St (at 5.05pm), and Medway St (at 3.26pm); 2003: Avon St (at 6.35pm)); two with no injuries, one with minor injuries. The graphs indicate a greater need for cycling infrastructure in Adelaide Rd (59 crashes involving cyclists since 2000; 10 serious, 48 minor, 1 with no injuries), suggesting that The Parade is a much safer cycling environment than Adelaide Rd, which may be due to lower traffic levels, or other reasons.

2. With the aim of productively engaging with the proposal, we have the following comments to make regarding the detail of this specific proposal:

(a). We support cycle lane continuity through all intersections.

(b). We note that the current drawings do not adequately resolve the start and end of the cycleway, and that lack of clarity regarding the end of the cycleway could cause accidents as users of different modes are unclear regarding who should be where on the road, and/or as users move unexpectedly into other traffic. In particular we consider that it is vital to communicate to drivers that they are entering a cycling friendly zone, where children may be riding. We note that the recently released Cycling Safety Panel report (*Safer Journeys for People who Cycle*) has observed that on-road physical separation of cyclists "can increase injuries at intersections and driveways (where 74 percent of urban deaths and serious injuries occur) **if not designed properly**. This is due to drivers having poor awareness of cyclists re-merging with traffic from these separated cycle lanes to cross intersections, highlighting the importance of fit for purpose treatments at these danger points."¹

(c). We have concerns regarding the design of the next stage of the cycleway. If similar infrastructure is to be used for consistency, then it is likely, given road widths, that there will insufficient room for everything the council would like to include (footpath, cycleway, bus bypasses, car parking, roadway) along the length of the next stage.

¹ emphasis added, Cycling Safety Panel *Safer Journeys for People who Cycle* p. 30.

(d). We support the retention of the existing roundabout at the Dee St intersection, and we support the marking of the cycle lane through this intersection to ensure the cycleway is understood as continuous. We suggest that any alteration to this intersection follows the model of continental Europe roundabouts which "are designed to be more cycle friendly. They do this by ensuring that vehicles entering the roundabout have to slow right down to speeds consistent with pedestrian and cyclist safety. They also position cyclists more in the central vision of motorists."² The Cycling Safety Panel report also notes: "There would be value in trialling European roundabout designs in New Zealand."³

(e). We do not support reduction of footpath widths (e.g. to enable widening of carriageway on the Parade between Tamar and Dover streets) and note that this is in contradiction to council policy to better support pedestrian traffic. We refer to our previous discussion regarding this in our earlier submissions.

(f). We have a number of comments (in addition to those made in previous submissions) regarding bus stop bypasses:

(i) there is a need to analyse what infrastructure (if any) is needed in other parts of the city to ensure consistency of response. We note that slow travelling and low levels of car traffic may be a more appropriate way to facilitate cycling in, for example, the CBD, but consider that the analysis and research is yet to be done. Such research and analysis is critical to inform decisions regarding the priority for infrastructure provision in the city, including lower pressure areas such as the outer suburbs. In this regard we suggest building only one bus stop bypass initially, as a trial, and monitoring useage before building all of the proposed bypasses.

(ii) if these bypasses are to be implemented we strongly suggest priority is given to cyclists over pedestrians (such as is the norm in places such as the Netherlands), and - as mentioned in our previous submission - that different materials are used to indicate pedestrian priority vs cyclist priority (with a smooth ground surface for cyclists).

(iii) signage will be needed to clarify that both the bypass and a direct route are valid routes for cyclists.

3. This proposal continues to privilege car traffic over other forms of transport, especially sustainable and active transport, as can be seen, for example, in the prioritising of carparks over footpath width.

4. We believe that arterial routes should not have carparking, and support removing, rather than protecting the provision of, carparking. Why is the council retaining more carparks than its research demonstrates is needed?

5. While we are not convinced that this project is the highest priority with respect to improving cycling safety in Wellington, if the proposal is implemented:

(a) it must be considered as a seeding project for a much more substantial cycling network which makes viable connections between cycling origins and destinations, the CBD being a key location to ensure this. Money needs to be allocated to achieve this.

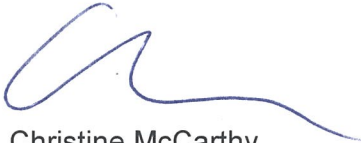
² Cycling Safety Panel *Safer Journeys for People who Cycle* p. 31.

³ Cycling Safety Panel *Safer Journeys for People who Cycle* p. 31.

(b) research and surveys on the safety and usability of this project should be undertaken to improve the design of future stages, with reference data collected prior to any changes being made, so lessons can be learnt for future cycling investment. A comparison with the previous study of those who don't currently cycle, but indicated that they would with the implementation of cycling infrastructure may be a useful reference - though we note that this study related to a route connecting the CBD with Island Bay, and indicated that only completing the Island Bay section would achieve little increase in cycling participation.

Thank you for this opportunity to comment on this traffic proposal for Island Bay. If you have any questions please do not hesitate to contact me.

best wishes

A handwritten signature in blue ink, appearing to read 'Christine McCarthy', with a long horizontal flourish extending to the right.

Christine McCarthy
President
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