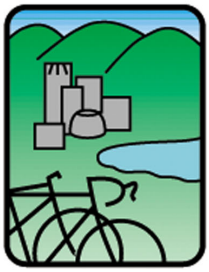

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Island Bay to City Cycle Route, section 1 – Cycle Aware Wellington submission

We would be happy to discuss our submission further. Please contact hilleked@gmail.com

Cycle Aware Wellington (CAW) is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we have worked constructively with local and central government, NZTA, businesses, and the community on a wide variety of cycle projects. We represent 600 members and supporters.

Key points of our submission

- We strongly support option 2 – kerbside cycle lanes.
- We support the installation of bus-stop bypasses, with no preference for whether bus shelters are on the footpath or island side.
- We strongly encourage you to re-visit your intersection designs, and upgrade intersections to the same level as the cycle lanes.
- We strongly encourage you to re-visit your proposal to do nothing through the shopping area (between Medway St & Avon St), as we believe there is room for a northbound cycle lane to mitigate the danger from angle parking.
- We recommend you work with the two local primary schools to design an extension of the route to reach these schools (via Mersey & Clyde Streets).
- We encourage you to run an education campaign or use temporary signage to instruct road users on the correct usage of the cycle lanes.
- We also encourage you to put in place a maintenance plan.

We have consulted extensively with residents, stakeholders, and road users, including:

- organising a public meeting in August 2013
- presenting at Newtown Residents Association
- extensive online and face-to-face engagement
- drawing on our members' experience and expertise

Census data shows there is strong demand for quality cycling infrastructure along the Island Bay route (see maps attached).

Comments have consistently come back emphasising the importance of getting this route right. It will set the standard for future construction, creating international best practice infrastructure and ensuring that the *whole* route is suitable for the '8–80' or 'interested but concerned' groups.

Failing in this regard would create obstacles to creating other planned cycle routes, as the route would be seen as low benefit–cost and would fail to attract new cyclists (Harris, 2010).

The recent Ciclovia also shows that there is strong support around Wellington for separated cycle routes, with 2,500 people attending.

A good quality cycle route could have benefits for the entire area:

- raising house prices (Serfozo, 2013)
- increasing spending at local retail stores (Tolley, 2011 & Bike lanes led to 49% increase in retail sales, 2013)
- providing a safe alternative for kids to get to school, and to the many recreation areas around the suburb
- making it easier and safer for more people to commute to work by bike.

(see more detail on these benefits at http://cyclingwellington.co.nz/island-bay/factsheets/).

The cycle route will make Island Bay the envy of other suburbs and have residents throughout Wellington asking if their suburb could be next.

Do this right and Wellington starts its journey of becoming a city of the future.

We strongly support option 2 – kerbside cycle lanes

We strongly support the kerbside option as this is proven to be safer and is international best practice. The installation of cycle lanes in Island Bay offers a perfect opportunity to introduce the 'interested but concerned' (Geller, 2009) part of the population to cycling.

We strongly feel that the kerbside option will not only be *perceived* to be safer, but will *actually* be safer, attracting more cyclists than the traffic-side option. This has the added effect of improving safety through increased numbers (Jacobson, 2003). We encourage you to trial suitable physical separators such as bollards, armadillos or others.

The preferred option for this route, considering the number of vehicles (Hewitt, 2014), should clearly be a separated cycle path (LTSA, 2004).

We support the installation of bus-stop bypasses

We have no preference for whether bus shelters are on the footpath or 'island' side. Bus shelters should be placed where most suitable for bus users, as this will have minimal impact on cyclists. Overtaking buses is an unpleasant part of a bike journey at best, and often feels very dangerous. The painted, traffic-side cycle lane should not even be considered an option, as for this cycle route to be successful, conflict with buses needs to be completely removed.

We urge you to re-visit your intersection designs, and upgrade them to the same level as the cycle lanes

Around 60% of accidents occur at intersections. We strongly feel that the cycle route will only be as safe or useful as the weakest part (Weiss, 2013). The current intersection design does not meet international best practice, and – by council staff's own admission – would not be suitable for children to ride through.

To increase cycling numbers and improve safety you must improve your intersection designs.

<u>The Dee Street roundabout:</u>

Roundabouts are known to be the least safe type of intersection for cyclists:

> "At New Zealand roundabouts, cyclists account for 6% of all crashes compared with 1% at traffic signals and 4% at priority junctions. Cycle crashes at roundabouts account for 24% of all injury crashes and cyclists are 20 times more likely to be injured than other road users (Wood, 1999)." (Patterson, 2010)

We request you review your decision to retain this roundabout. Forcing all cyclists (including children) to mix with car traffic, trucks, and buses will inevitably cause conflicts. One serious injury or death of a child due to this infrastructure will create massive bad feeling towards the council. It may also be a huge setback for cycling in general, as the public rethinks and maybe withdraws its support for spending on cycle routes.

If it is not possible to remove the roundabout, we think it is essential to engineer it so that traffic is forced to move *very* slowly and cautiously around it. We also think it is essential to provide an alternative option for children and novice cyclists to bypass it. We support and recommend the following:

- We support the sharrow markings and merge lane, but ask that you also place sharrow markings *on* the roundabout (as shown in the diagram below).

- We ask that you also use signage or road markings to warn vehicles that cyclists are merging, and – if possible – that they have right of way.
- We support the lower speed limit but ask you to enforce this by using traffic calming measures on the approach to the roundabout, such as textured surfaces in the vehicle lanes, and use of Continental design geometry (narrow entry lanes and exits) (Campbell, 2006).
- We ask that you provide 'slip lanes' for free left-hand turns for cyclists.
- We ask that you install pedestrian crossings near the roundabout (but at least 5–10m from the intersection). This will aid in calming traffic and provide children and novice cyclists an alternative for bypassing the roundabout.

We would be very happy to work with you on possible solutions to make this roundabout safe and easy to use for all road users.

Example of 'Continental design' and sharrows on the roundabout.
Image credit: http://www.cyclemanual.ie/manual/designing/4-8-roundabouts/

<u>The Tamar, Mersey, and Humber Street intersections:</u>

We recommend or support the following measures:

- Continue the marked cycle lane through each intersection.
- Move parking to more than 10m away (increases visibility and safety, and gives room for kerbs).
- Add a +/-6m wide raised approach on each side street, before the Give Way line (this slows turning traffic and acts as a courtesy crossing for pedestrians). The cycle lane proceeds in the main roadway, parallel to car traffic on The Parade.
- Reduce turning circle at each intersection (through sharper corners or narrower lanes) to slow turning traffic.
- Continue physical separation between bike lane and traffic lane, from where parking stops to the intersection (to prevent vehicles cutting corners).
- Add pedestrian crossings (across The Parade) near each intersection. This will slow

traffic, making crossing The Parade easier for pedestrians and intersections safer for cyclists.

- Mark a right-turn arrow in the cycle lanes for turning cyclists to merge with traffic well before the intersection. Alternatively, cyclists can proceed to the intersection and make a hook turn. This caters for both confident and novice cyclists.

Raised approach on side street.
Image credit: google maps, [L] Oudebaan 19, Rosmalen, The Netherlands & [R] corner Onepu Road and Cockburn St, Lyall Bay

We question the need to retain the right hand turn lanes for vehicles, as this clearly reduces the space available for cycle lanes and puts convenience over safety. Removing the right hand turn bays would likely reduce traffic speeds at intersections, and only create minimal disruption of peak hour traffic, as this is mostly unidirectional.

We strongly encourage you to re-visit your proposal to do nothing through the shopping area (between Medway St & Avon St), as we believe there is room for a northbound cycle lane to mitigate the danger from angle parking.
A useful route needs to be continuous, so breaking it at the shops breaks the whole route. Encouraging novice cyclists and children to merge with car traffic, buses, and angle parking through the shops will inevitably cause conflicts, if not accidents.

Example of ‘shared space’ in model city. Image credit: google maps, 221 Heretaunga Street, Hastings

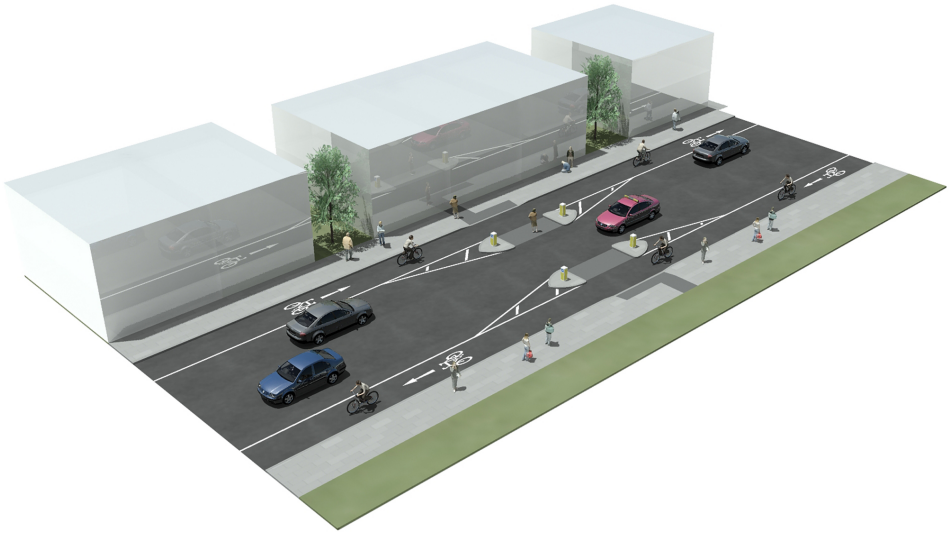
Medway St 'T' intersection and shopping area:

We recommend the following:

- Create a 'bicycle boulevard' or shared space, with traffic calming measures such as textured surfaces, planter boxes and street furniture.
- Consider changing the placement and design of the pedestrian crossings to make the Medway St intersection less complex and to add to the traffic calming effect (by, for example, making them raised crossings, or using textured or coloured approaches)
- Add a northbound bike lane on the footpath – to the east of trees (corner Medway and The Parade), then west of angle parking, then behind bus-stop and trees. Push the angle parking back towards the traffic lane to accommodate this if necessary.
- Remove parking on the southbound lane and add a separated bike lane. If this is not possible, add a painted southbound bike lane or marked sharrows in the middle of the lane.
- Remove the pinch-points at pedestrian crossings. Where cycle lanes cross any new pedestrian-safety islands, create ramps so cyclists can go over the pedestrian island and come down the other side. (With adequate design to slow down cyclists so they don't become a hazard for pedestrians.)
- Extend the slow/courtesy zone outside medical centre.
- Widen the courtesy crossing on Medway Street and make it a marked pedestrian crossing. Possibly move the crossing further west (a car length away from the intersection).
- Remove the median south of the shops to add a southbound bike lane.

We recommend you work with the two local primary schools to design an extension of the route to reach these schools (via Mersey & Clyde Streets).

- Install a 30km/h zone around the two Island Bay schools (Mersey St, Clyde St & Thames St).
- Extend the cycle lane along Mersey St to Clyde St.
- Create a shared space or 'bicycle boulevard' along Clyde St (slow zone, sharrows, textured surfaces at entrance/exit, traffic calming, crossings, and pedestrian friendly). See image below.



Example of ‘traffic calming’. Image credit: http://www.cyclemanual.ie/wp-content/uploads/4.7/4.7.1.1_Pinch-Point_3D.jpg

We encourage you to run an education campaign or use temporary signage to instruct road users on the correct usage of the cycle lanes

It is important for motorists, pedestrians, and cyclists to know when they have right of way. As this type of cycle lane is not common in New Zealand, and new to Wellington, it is of the utmost importance that signage or other tools are used to educate road users on the correct usage of the road, especially around intersections.

We encourage you to put in place a cycle lane maintenance plan

As seen on other cycle lanes in Wellington, if they become too dangerous to use – because they are covered in chips, twigs, glass, and other debris – then cyclists won’t use them. This would antagonise motorists and put cyclists in danger as they are no longer expected to be in the traffic lane. We believe it is of the utmost importance that the cycle route is regularly maintained and kept free of debris.

Nā mātou noa, nā Cycle Aware Wellington
3 May 2014

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