



# Cycle Aware Wellington

www.caw.org.nz  
info@caw.org.nz  
(04) 934 8315 or 021 036 4443  
<https://twitter.com/CycleAwareWgtn>  
post office box: 27 120 Wellington

## Let's Get Wellington Moving scenario consultation December 2017: Cycle Aware Wellington submission

### Summary points

- [FIT's 'Scenario A+'](#) is a great start: LGWM's scenario A plus light rail to link major destinations AND introduce congestion charging.
- Add in a downtown biking network of protected cycleways.
- Back it up with links on quieter traffic-calmed streets and safe, quick ways to cross SH1 and other arterial roads.
- Make a bigger deal about how biking can contribute to transport and placemaking.

### FIT's 'Scenario A+' is a great start

We were disappointed to see the LGWM scenarios are 'more or less change' options instead of a range of different approaches and priorities. We want to see a higher priority for PT and active transport than for driving.

We shouldn't have to suffer Moar Roadz to earn decent biking, and indeed any improvements to arterial roads will just feed more traffic into the CBD's other streets, making biking worse and offsetting the 'biking bonus' of the expensive roading schemes. BUT! LGWM can mix and match aspects of the scenarios.

[FIT](#) and [Congestion Free Wellington](#) have proposed a 'Scenario A+': LGWM's scenario A plus light rail to link major destinations AND introduce congestion charging. Good stuff: high-quality public transport through the CBD makes a good 'carrot' to encourage behaviour change. To build ridership, it must have full priority over other traffic. Congestion charging is the stick to match. Rather than loosening its belt, Wellington can give road priority to tradies and others who need to drive through the CBD at busy times. Just a few percent reduction in driving would make every day a 'school holiday dream commute'.

Our overall preference is Scenario A plus light rail and congestion charging measures and increased focus and detail for the cycling infrastructure. We do not support scenarios B, C, and D.

## Add in a downtown biking network of protected cycleways

LGWM mentions improving biking, but doesn't set out an inspiring plan. We want an obvious, all-new CBD biking network with a consistently high level of service. A grid of north-south and east-west connections that:

- don't mix with traffic (sharing with buses can be OK for access but doesn't give a good level of comfort for key routes)
- don't rely on the waterfront (great for cruising but not a proper transport link)
- feel more efficient than main motor traffic routes (less waiting) so you get the benefits of concentrating bike traffic where it's best catered for.

Some CBD streets are narrow; others nice and wide. Narrow streets aren't necessarily a problem for biking when you have a good plan of which streets are prioritised for which modes of transport. A proper network approach should decide which CBD streets to prioritise for biking.

We've set out some ideas in this submission for a primary and secondary biking network for the CBD. The focus here is on the CBD – other links like Berhampore-Newton-CBD will play an important role too.

Other transport decisions (such as concepts in scenarios B-D) could create their own opportunities, opening up new corridors or reducing the volume of traffic on busy roads to open up biking possibilities. Where projects from LGWM mean a new corridor is created, or an existing corridor deprioritised, please take the opportunity to provide good bike infrastructure as part of the change.

See our ideas for a primary and secondary biking network on the next 2 pages.

## Primary network

Here are some obvious candidates for the primary network (key routes with protected bike lanes; could be 1-way, 2x 1-way, or 2-way):

- Kent and Cambridge Terrace/ Adelaide Road
- The Quays
- Taranaki St
- Featherston & Victoria St (Featherston St could hold a 2-way protected bike lane, freeing up Lambton Quay for access, walking and public transport; Victoria and upper Willis Sts complement each other and a variety of configurations of the two streets could work)
- Oriental Parade and Evans Bay
- a connection from the Mt Vic Tunnel to Cobham Drive.



## Secondary network

Here are some candidates for the secondary network (supporting routes with protected bike lanes or traffic reduction and calming):

- Willis St
- Courtenay Place and Dixon Street
- Tory Street
- The Terrace
- links to Massey and Victoria universities
- connections to the primary network and the waterfront
- links to suburbs: Brooklyn, Aro Valley (inc access to Polhill mtb tracks).



## Make biking links using quieter traffic-calmed streets

Managing traffic speeds and volumes on specific other streets would provide quieter biking links to complement the main biking grid.

Scenario A mentions managing speeds, but traffic volumes needs to be low as well to share comfortably – probably too low for most CBD streets to work well as key routes. Unless... you [remove through-traffic](#) from some side roads while allowing access. For example, during the construction of Pukeahu war memorial, upper Tory Street was a quiet bike-friendly street. Now it's back to a rat run. Do we really need through-traffic driving through the park?

## Provide safe, quick ways to cross SH1 and other arterial roads.

Most walking or biking trips into or out of the CBD involve a long wait to cross SH1 or the quays' arterial roads (remember how the urban motorway was supposed to free up traffic there?). For a short trip, a couple of peak time waits can double your journey time. Long waits sever communities, and encourage risky crossing by people who are in a hurry.

Walk/bike underpasses would speed up crossings and extend connections beyond the CBD to connect to the main suburban routes. Compared to road underpasses, walk/bike underpasses are smaller and much cheaper. And they are lower effort to use and less exposed than bridges.

Candidate spots:

- Cobham Drive
- Wellington Road
- Vivian Street
- Karo Drive at Taranaki, Victoria and Willis.

In other places, crossing-signal timing changes beyond today's motor-prioritising guidelines could reduce the worst-case waiting times.

## Make a bigger deal about how walking and biking can contribute to transport and placemaking

Improving cycling infrastructure could make a huge difference to how people get around Wellington. To recognise and measure the benefits of mode shift to biking and walking, they should be quantified in scenario comparisons – not just how many people are biking as a 'nice thing', but the transport and health contributions that makes too. We'd also love to see more in the scenarios about how different the CBD will feel and how much nicer a place it could be to, well, be in.

More commitment and detail on the biking and walking, and models that better recognise induced demand, would help make the case for a thriving Wellington that isn't choked in traffic.

## About Cycle Aware Wellington

Cycle Aware Wellington 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've worked constructively with local and central government, NZTA, businesses, and the community on a wide variety of cycle projects. We represent around 2,000 members and supporters.

Nā mātou noa, nā Cycle Aware Wellington

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