



Island Bay safer cycle lanes

Final proposal and feedback opportunity



Absolutely Positively
Wellington City Council
Me Heke Kī Pōneke

We've had lots of discussions and feedback over the past few months about the design of the kerbside cycle lanes planned for The Parade between Shorland Park and Wakefield Park.

We heard from people who really want the cycle lanes to happen, those who don't, and people who had suggestions or concerns about aspects of the design. Where we could safely make changes - we have.

This brochure outlines the final proposal - what's changed and what's planned.



Find out more and have your say

You can find out more detail and see the revised plans on our website Wellington.govt.nz/shorland2wakefield or by coming along to a drop-in session on Thursday 11 September, 5-8pm, at the Wellington South Baptist Church.

The final plans are also on display at the Island Bay Community Centre, 137 The Parade, and the Baptist Church, 284 The Parade, until the feedback period closes.

Feedback is required by Monday 6 October 2014, and we encourage you to make this online at

Wellington.govt.nz/islandbaycycle if you can. Alternatively, FreePost forms are available from Island Bay Library or phone us on 499 4444 and we'll send you one.

Your responses to questions in the feedback form will be very useful but the only essential ones are whether you support the safer cycle lanes - don't feel you have to answer all of them if you don't want to. Councillors are expected to make a final decision on the proposal and roading changes required (the traffic resolutions) in December. If approval is given, work is expected to begin early in the new year.

Why we're planning kerbside lanes

More Wellingtonians are choosing to get about by bike, and like other smart cities worldwide, we want to encourage that because it's a cheap, healthy and environmentally-friendly transport choice.

Internationally, kerbside lanes are considered the safest type of cycle lane to put in, and we know from research we've carried out recently that almost three times as many people are likely to use a cycleway into the city from the southern suburbs if we provide high quality cycling infrastructure. On some sections of the route to town we may have to find other ways to make a difference, but on The Parade, kerbside lanes

are the best solution. We've designed lanes that are significantly better and safer than what's there at the moment while balancing the needs of pedestrians, bus users and those with vehicles. We've tried to retain as much on-street parking as possible, found ways to keep all the pohutukawa trees and come up with a cost-effective solution.

Getting around Island Bay and further afield

In the immediate future, the lanes would make getting around the neighbourhood by bike – to places like the shops, beach, parks and churches – safer and easier. In future side routes and connections could also be developed to local schools.

The Parade's cycle lanes are part of the proposed Island Bay to the city cycleway, which is being planned in four sections.

In section 2 (Berhampore and Newtown) a panel of Wellingtonians recently recommended priority routes. These routes follow Adelaide Road at the Island Bay end of Berhampore – connecting directly to lanes along The Parade. If developed, the continued cycling facilities would allow more South Wellington Intermediate School pupils to ride to school from Island Bay. Work is under way to

understand the different ways these streets could be made more cycle friendly, and what bus lanes and bus priority measures are planned. There will be lots of opportunity for people in these areas to have a say before any decisions are made.

Sections 3 and 4 (north of John St) are less certain following the recent Board of Inquiry decision on the flyover. However, this major transport route will be transformed in time as a bus rapid transit route is created and cycling improvements will be planned through the area at the same time.



Section 1
Consultation on The Parade

Section 2
Many options needing to be considered. A panel has recommended priority routes. Wider consultation in 2015

Section 3
Options depend on the development of a bus rapid transit route and future changes at the Basin Reserve roundabout

Section 4
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What's planned in Island Bay

Just over three kilometres of safe, high quality kerbside cycle lanes between Shorland Park and Wakefield Park are proposed, which would:

- continue through all intersections
- bypass nine bus stops.

Following feedback, we're also now proposing:

- new pedestrian crossings at Humber and Mersey streets
- keeping most right-turning lanes at busier intersections
- new traffic lights at the Dee Street intersection
- some additional parking on side streets.

Cycle lanes through intersections

High quality cycle facilities must be continuous so that everyone can clearly see what's going on and where to go.

This is particularly important at intersections, where confusion and crashes are most likely.

We're proposing to widen the main road slightly at intersections to safely provide for all traffic movements and continuous cycle lanes, so people on bikes know where to ride and drivers know where to expect to see most cyclists.

Traffic lights at Dee Street

The Dee Street roundabout was installed in 2005 as a traffic calming device. It has been moderately effective but has not improved safety. In the nine years before it was built there were no reported injury crashes, compared to three in the eight years since.

The roundabout works best for motor vehicles. We initially considered keeping it and improving road markings to encourage drivers and cyclists to share the road. However, larger roundabouts are generally dangerous for cyclists, and small ones aren't much better unless traffic speeds and volumes are very low and people on bikes 'take the lane' and use the roundabout as other vehicles do. Either way, this wouldn't provide the same high level of service proposed for the rest of this section so we strongly recommend a more cycle friendly intersection layout.

Another option is Give Way signs on Dee Street, similar to the other intersections at Tamar, Mersey and Humber streets. This would work well for most road users but pedestrians would find it more difficult to cross The Parade, and right-turning traffic to and from Dee Street could experience long delays at peak times. So on balance, we recommend installing traffic lights here even though it will mean minor delays for through-traffic.

Bus stop bypasses

International good practice, where bus stops have more than four to six buses per hour (The Parade bus stops can have up to 16 plus school buses), is a separated cycle lane of some kind.

This can be done in two ways:

- paint a separated cycle lane straight along the road past the bus stops (all traffic including bikes goes straight past buses that are pulled over) – this is the status quo
- take cyclists around the back of the bus stop (bypassing it).

Bypassing the bus stop is much safer than using a painted, separated cycle lane like we have now.

Bypasses allow cyclists to safely travel behind buses at bus stops without the risk of being squeezed between a stopped bus and passing traffic. Such bypasses are new for Wellington, but are used overseas and in Christchurch.

They can be done in two ways depending on the site:

- with the bus shelter on an 'island'
 - with the bus shelter on the footpath.
-

When there is no bus present, people on bikes can choose to stay on the road or use the bypass.

With the bypass, they ride up a ramp to footpath level and around the back of the bus shelter on a dedicated cycle lane at the same level as the footpath, giving way to pedestrians. We're proposing bus shelters on raised islands (with the cycle lane running behind) at most city-bound stops. To do this, we'll need to widen the footpath at these points. The exception is

just south of Humber Street where the footpath can't be widened without removing two big pohutukawa trees. Here we propose to create the space for the trees, islands, bypass and footpath by stopping the bus in the traffic lane. No shelters are proposed on the other (south-bound) side, as people don't tend to wait at these stops. The bus shelter island is the preferred arrangement at city-bound bus stops and this is supported in principle by Greater Wellington Regional Council.



Other bus stop changes

Greater Wellington believes the 14 bus stops along The Parade can be reduced to 12 to provide a better journey for passengers while still maintaining a good level of accessibility. If this is going to happen, we think it makes sense to do it at the same time as the cycling improvements.

The plan is to replace four very closely spaced stops between Avon and Tamar streets with two. On the city-bound side, bus stops 7130 (outside 60 The Parade) and 7131 (outside 108) would be replaced with a new bus stop outside Island Bay Presbyterian Church. The church does not support this proposal. Alternative sites slightly north are feasible but would remove five on-street car parks in front of houses which have no off-street parking. The proposed site by the church removes three car parks (a net loss of

one space because new car parks will replace the bus stops to be removed).

South-bound, the plan is to combine bus stops 6130 (outside 17 The Parade) and 6131 (outside 109) and put a new bus stop outside 101-103. Initially we proposed the new one be outside the Serbian Orthodox Church. However, as the church has no off-street parking and the street parking is reserved at times, we agreed to investigate alternatives.

New pedestrian crossings at Humber and Mersey streets

We have received many requests for better pedestrian facilities across The Parade.

At Humber Street we are proposing to remove the little-used north-bound right-turn bay and install a new pedestrian (zebra) crossing. We propose putting in another on the north side of the

Mersey Street intersection to complement the Safe Routes to School pedestrian facilities on the south side. This removes one car park.

On-street parking

There are 265 legal on-street car parks along The Parade. Surveys show that typically 150 to 180 spaces are used, with a peak of 216. We have heard many concerns about the loss of car parking and tried to retain as many as we can. However, to put in safe cycle lanes, we do need to remove space equivalent to 29 parks, an 11 percent reduction.

Areas where we're making changes to provide more parking:

- **Near Dover Street**

The road between Dee and Dover streets is narrower than the rest of the route. With safe cycle lanes, car parking cannot be provided on both sides. Earlier plans showed just four car parks in this section outside houses on the east side of The Parade. Following feedback, we propose providing five more spaces, mostly on the west side. This side will need to be widened at an estimated cost of \$50,000.

- **Right-turn bay removal at Trent Street**

Earlier plans showed a right-turn bay at Trent Street. Retaining it with the cycle lane would remove five car parks. As few vehicles turn right at this intersection, we are now proposing to remove the right-turn bay which allows two car parks to be provided. Turning traffic would wait in the traffic lane until it was safe to go.

- **More short-stay parking restrictions in side roads near shops**

We have heard that parking near the corner shops at Humber, Mersey and Dee streets is needed to support these local businesses. Because it's not possible to safely provide cycle lanes at these intersections and also retain all parking, we're proposing a compromise – more short-stay (10 or 20 minutes) parking just around the corners.

- **New angle parking in Mersey Street**

We have heard it can be difficult to park near the cinema at times so we are proposing to provide eight angle parks in Mersey Street near the intersection with the Parade (four more than now).

Options considered but not planned

A range of other things have been considered, including developing cycle facilities on adjacent routes, providing a single, two-way cycle lane on one side of The Parade, putting in resident-only parking zones and moving the bus terminus. These either aren't recommended or, in the case of the terminus, no workable solution has been found yet. For more information on these, email cycling@wcc.govt.nz.

Estimated costs

Subject to detailed design work being completed, the recommended scheme is expected to cost about \$1.9 million in total.

A breakdown of costs is shown in the following table. Once a decision has been made, we will seek funding assistance from the NZ Transport Agency. If successful, this would reduce the cost to ratepayers significantly.

Kerbside cycle lanes along The Parade	\$590,000
Humber Street intersection works	\$260,000
Mersey Street intersection works	\$320,000
Tamar Street intersection works	\$150,000
Dee Street intersection works (includes \$230,000 for traffic lights)	\$540,000
Five car parks near Dover Street	\$50,000
Total draft scheme cost	\$1,910,000

More information and giving your feedback

For more detailed information including the plans, please see the cycleway project pages at Wellington.govt.nz/shorland2wakefield.

You can give feedback until 6 October, preferably online:

Wellington.govt.nz/islandbaycycle

You can pick up a paper feedback form from the Island Bay Library or the Community Centre or call us on 499 4444 and we'll send you one.

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