

Cycle Aware Wellington submission on Draft 2010/11 Waterfront Development Plan, 2 June 2010

1. CAW welcomes improvements in the Waterfront that have been achieved in the past year, particularly better control of parking in the promenade area, and removal of the barrier at Frank Kitts Park.
2. CAW is concerned that there is still no recognition of the Great Harbour Way (<http://www.greatharbourway.org.nz/>) in the Waterfront Development Plan. The plan should include a 5m wide shared cycling and walking route from Aotea Quay to Oriental Bay, situated as closely as possible to the waters edge, and providing connections with other cycling and walking routes.
3. CAW is concerned that development may lead to further constriction of the route, and lack of connection with other parts of the Great Harbour Way. For example the proposed development under Variation 11 at site 10 could result in limited width for a shared cycling and walking route that would connect the Kumutoto area with the cycling route along Thorndon Quay, or a future route along Aotea Quay to Kaiwharawhara. The lack of width at Shed 5 is an example of an existing problem with the route, and it is important that mistakes like this are not repeated.
4. The impact on the shared waterfront route by events and the associated infrastructure should be minimised. For example the OK Dinghy Championships regatta facility at Te Papa in February 2010 resulted in a very narrow bottleneck for at least two weeks. If this facility had been located in the nearby carparking area, the impact on the waterfront route would have been much less.
5. CAW suggests that the development of site 10 should extend the present concept of the motor home park to create a base for tourism based on the Great Harbour Way - for example cafes, bicycle rental, a cycle tourists hostel, and a business such as Auckland's Bike Central (<http://www.bikecentral.co.nz/>) which allows commuters to store bikes and change before going to work in the CBD.
6. CAW welcomes measures to promote the cooperative use of the Waterfront by cyclists and pedestrians, and is grateful to WWL for their support of CAW's very successful "Cruise the Waterfront" courtesy campaign (<http://can.org.nz/article/cruise-the-waterfront>).
7. The problem of cyclists travelling too fast on the Waterfront needs to be addressed by providing cycle lanes on Waterloo, Customhouse, and Jervois Quays, as well as Cable and Wakefield Street. This route would then be more attractive for confident commuting cyclists. At present shared use of road lanes with motorists not only makes this route unattractive, but also slows down the journey for cyclists who are using the Quays at peak times. At peak times it is can be faster for cyclists to use the waterfront than dodge stationary and slow moving cars on the Quays and Cable/Wakefield Street. Improved cycling on the Quays complements the existing cycle access on the waterfront, but both routes are required to accommodate different types of cyclists.
8. CAW is concerned that proposed Variation 11 development of high buildings on sites 9 and 10 may create a "canyon" effect along Waterloo and Customhouse Quays, making this route less attractive for cycling. We believe that development should be based on "Quays, not Canyons".