

# Island Bay Cycleway – Final Design Report

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August 2014

## Purpose

The purpose of this report is to set out:

- The scope of the final design
- The process used to reach design recommendations
- The logic which supports final design recommendations
- The parking impacts of the final design
- The estimated cost of the improvements
- How feedback has been accounted for; and
- The next steps for the project.

It provides detail that complements the information in the feedback brochure and detailed designs.

## Scheme objectives

The Island Bay cycleway project seeks to:

- Significantly improve the poor level of service for people on bikes while
- Maintaining or improving the good level of service for people using buses
- Maintaining or improving the good level of service for pedestrians
- Maintaining a good level of service for general traffic movements
- Minimising impacts on on-street parking
- Minimising impacts on the iconic pohutukawa trees
- Ensuring construction costs represent good value for money.

## Scope of the final design

The Island Bay Cycleway project will create safe, high quality cycling facilities along The Parade between Shorland Park and Wakefield Park, a distance of some 1.7km. Some 3.4km of lightly protected cycle lanes will be provided. Other design features include:

- Cycle lane continuity through all intersections
- Bus stop bypasses at nine stops
- New pedestrian crossings at Humber Street and Mersey Street
- Keeping most right turning lanes at busier intersections
- Keeping most on-street parking unless it is unsafe to do so
- New traffic signals at the Dee Street intersection.

## The process used to reach design recommendations

In May 2013 a study<sup>1</sup> from Opus International Consultants looked at the feasibility of providing cycling improvements between Island Bay and the city centre - the Island Bay to City Cycleway project. The report concluded that a direct route which followed The Parade, Adelaide Road and Kent/Cambridge Terraces was feasible and most appropriate. The route has been broken into four sections which reflect the different characteristics of the areas through which it passes and the timing of other significant infrastructure projects which will determine when cycle lanes can be provided.

The four sections are shown in the following diagram.



### Section 1 – Shorland Park to Wakefield Park

This provides a spine route in Island Bay along The Parade which connects the parks and coast with local shops and the village centre. In future routes off the spine can be developed to local schools. The route is relatively wide and can accommodate good quality cycling facilities with relatively little change. It can be implemented relatively quickly.

### Section 2 – Wakefield Park to John Street

This section provides connections to Berhampore and Newtown. The area is much more constrained than section 1 and has many route options. Numerous route options have been examined by a Citizens' Advisory Panel appointed by the Council. In July 2014 the Panel recommended developing three priority routes:

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<sup>1</sup> Wellington Cycleway Feasibility Study, Island Bay to CBD, Preliminary Funding Report:  
[Report](#) (3.7MB PDF)  
[Appendices](#) (11MB PDF)



The Council is now gathering detailed data and developing options for the highest priority routes to inform a community consultation in the first quarter of 2015.

### Section 3 – John St to Memorial Park

This section will be developed when Adelaide Road is rebuilt to accommodate the urban renewal of the Adelaide Road Precinct redevelopment and the Bus Rapid Transport project. Timing for these initiatives has been set back and remains uncertain due to the recent decision of the Board of Inquiry which rejected consent applications for the Basin Reserve Flyover project.

### Section 4 – Memorial Park to Waitangi Park

This section will be developed when the road is rebuilt to accommodate vital transport improvements at the Basin Reserve. Timing for this initiative has been set back and remains uncertain due to the recent decision of the Board of Inquiry which rejected consent applications for the Basin Reserve Flyover project.

In July 2013 Council commenced work on design options for cycle lanes in Section 1. In February 2014 Council wrote to 51 neighbours around the intersections of Humber, Mersey and Tamar Streets seeking initial views on very early design options. Feedback<sup>2</sup> was used to refine the design.

In April 2014 Council undertook a wider consultation with while community seeking views on whether proposed cycle lanes should be inside or outside of parking. Feedback strongly indicated a preference for the safer 'inside parking – kerbside cycle lanes' option. This was reported to Council's Transport and Urban Development Committee on 20 May 2014<sup>3</sup>. The Committee also heard from a number of interested parties at the meeting including those

<sup>2</sup> Report on Initial Consultation Regarding Proposed Cycle Lanes Along The Parade, Island Bay:

[Submissions from Initial Consultation](#) (1MB PDF)

<sup>3</sup> Cycle Improvements for Island Bay.

presenting a '400 signature' petition against the project. The Committee decided to proceed with developing designs for kerbside lanes and undertake more consultation with the community.

Between May and August 2014 Council engaged in further consultation with the community and particularly affected parties who live along The Parade. Feedback from two open days attended by some 250 people, from meetings with 23 individuals and groups, and from written comments have been taken into account. The final proposed design reflects a balance between the needs of the project to achieve its objectives and the needs of individuals. However, not everyone's desires can be accommodated, primarily for safety reasons. The notes on the plans of the final proposed design give the response to place-specific feedback, and Appendix 1 has responses to general feedback.

### The logic supporting final design recommendations

This section provides a commentary about the main features of the final design.

*Related feedback questions for the final design consultation are also included.*

#### Kerbside cycle lanes

International best practice shows that protected kerbside cycle lanes are considered the safest way to provide safe cycle lanes. Initial feedback to the project strongly supported this measure. Subsequent research<sup>4</sup> commissioned by Council to investigate Wellington's cycling potential confirmed a significant latent demand that could be activated if protected cycleways are developed. The report showed that up to 76% of the population over age 18 would consider cycling in some circumstances if safe, separated infrastructure was provided.



Indicative layout of kerbside cycle lanes

We have given careful consideration to the buffer space between the cycle lane and parking. In the narrowest sections cars will park 2.0m from the kerb, this space being 1.4m for cycling and 0.6m buffer space for loading and unloading passengers and cycle overtaking when it is

<sup>4</sup> Cycling Demand Analysis, reported June 2014.

safe to do so. Where more road width is available the space for the cycle lane has been increased. In high parking turnover areas we will increase the buffer space to make it clear that cyclists should not overtake in the loading/unloading space.

*Question 1: Do you support providing safer facilities for people on bikes in Island Bay? Y/N / Neutral - Why?*

*Question 2: Do you support the proposed final design? Y/Y with changes /N - Why?*

### **Cycle lanes continuing through intersections**

High quality cycle facilities must be continuous so that all users can clearly see how they should use busy space. This is particularly important at intersections where conflicting traffic movements can cause difficulties and crashes, especially for vulnerable road users like cyclists and pedestrians. The project will widen the main road slightly in order to safely accommodate all traffic movements and provide continuous cycle lanes through intersections so that cyclists know where to ride and drivers know where to expect to see most cyclists.

*Question 3: Do you support continuing the cycle lanes through intersections? Y/N / Neutral - Why?*

### **Traffic Signals at Dee Street**

The Dee Street roundabout was installed in 2005 as a traffic calming device. It has been moderately effective in this role, but it has not delivered any safety improvement. In the nine years before the roundabout was installed there were no reported injury crashes at the junction, compared to three in the eight years after implementation.

The existing roundabout works best for motorised traffic. We initially considered retaining the roundabout and improving road marking to indicate to drivers the need to share the space. However, larger roundabouts are generally dangerous for cyclists, and small ones are only less dangerous if traffic speeds and volumes are very low and people on bikes 'take the lane' and traverse the roundabout like motorised traffic. Either way, this is inconsistent with the high level of service proposed along the rest of the route so we strongly recommend replacing the roundabout with a more cycle friendly intersection layout. Cycle Aware Wellington supported removing the roundabout.

In May we developed a design to revert to Give Way controls on Dee Street (the side roads) so that the intersection would be configured like similar cross roads along the route (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 from Dee St could experience some delay at peak times. Alternatively traffic signals could be provided which would provide well for all pedestrian movements and turns into and out of the side road but create some delay to all through traffic. On balance we recommend installing traffic signals at the Dee Street intersection.

*Question 4: Do you support the proposal to install traffic signals at Dee Street? Y/N/ Neutral - Why?*

## Bus stop bypasses

International good practice guidance states that where bus stops have more than four to six buses per hour (The Parade bus stops have up to 16 scheduled services plus school buses), a separated cycle lane of some kind is essential so people on bikes can pass safely.

Separated cycle lanes at bus stops can be done in two ways:

- paint a separated cycle lane straight along the road past the bus stops, so people on bikes ride straight past buses that are pulled over
- take people on bikes around the back of the bus stop (bypassing it).

Bypassing the bus stop is much safer than using a painted separated cycle lane (the first method above and what we currently have). Bus stop bypasses allow cyclists to safely pass behind buses stopped at bus stops without the risk of being squeezed between a stopped bus and passing traffic. Bus bypasses are new for Wellington, but have been used in Christchurch and are used overseas.

When there is no bus present, riders will have the choice of continuing on the carriageway through the bus stop space or using the bypass. To use the bypass people on bikes will ride up a ramp to footpath level and pass behind the bus shelter on a shared pedestrian/cycle path at the same level as the footpath. The bus shelter sits on an “island” with the cycle lane running behind it for city bound (north bound) buses. No shelter will be provided for outbound (south bound) buses as the great majority of people get off the bus at these stops. It is proposed to widen the footpath to include a dedicated cycle lane on the footpath and an “island” for the bus shelter at all city bound stops. The exception to this 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 bus stop island, cycle bypass and footpath by stopping the bus in the traffic lane.



The bus shelter island is the preferred arrangement for north bound bus stops and is supported by Greater Wellington Regional Council (Greater Wellington).

Overall nine bus stop bypasses will be created with this scheme. The two stops in the village centre will remain unchanged by the current proposal.

*Question 5: Do you support the proposal to install bus stop bypasses? Y/N/ Neutral - Why?*

*Question 6: Do you support the proposal to provide an in lane bus stop south of Humber Street and preserve the two adjacent pohutukawa trees? Y/N/ Neutral - Why?*

### **Bus stop rationalisation**

It is sensible to make other changes to the road area at the same time as work upgrading the cycle route, as this minimises the overall period of disruption and minimises cost due to later rework. Greater Wellington believes the 13 bus stops along The Parade can be reduced to 11 to provide a smoother journey for passengers while still maintaining a good level of accessibility. We plan to replace four very closely spaced stops between Avon and Tamar Streets with two, and this would be done while the cycle route work is underway (in early 2015).

Greater Wellington's analysis shows that these changes will make no significant difference to people's bus stop access: 14% of passengers walk up to 100m further, 2% up to 200m further, 12% have a shorter walk and there is no change for 72% of the catchment population. The average distance to a bus stop in the catchment remains unchanged at 465m.

The proposed changes are as follows:

Northbound - combine bus stops 7130 outside 60 The Parade (north of Tamar St) and 7131 outside 108 The Parade (north of Avon St) and replace with a new bus stop outside 88 The Parade (Island Bay Presbyterian Church). The church has indicated that they do not support the proposal. Alternative sites slightly north of the proposed position are feasible but would remove five on-street car parks in front of residences which have no off-street parking. The proposed site in front of the church removes three car parks (a net loss of one space overall when car parks are put back in place of the bus stops to be removed).

Southbound – combine bus stops 6130 outside 17 The Parade (south of Tamar St) and 6131 outside 109 The Parade (north of Avon St) and replace with new bus stop outside 101-103 The Parade. Initially we proposed a site outside 75 The Parade on the Serbian Orthodox Church frontage (as shown on the April 2014 consultation plans). However, as the church has no off-street parking and the frontage parking is reserved for special occasions from time to time we agreed to investigate alternate locations.

*Question 7: Do you support the proposal to combine the bus stops in the vicinity of Avon and Tamar streets? Y/N/ Neutral - Why?*

*Question 8: Do you support the proposal to install a new bus stop outside the Island Bay Presbyterian Church (88 The Parade)? Y/N/ Neutral - Why?*

*Question 9: Do you support the proposal to install a new bus stop outside 101-103 The Parade? Y/N/ Neutral - Why?*

### **New Pedestrian Crossing at Humber Street**

We have received many requests for better pedestrian facilities across The Parade. At Humber Street we are proposing to remove the poorly used northbound right turn bay and install a new pedestrian (zebra) crossing.

*Question 10: Do you support the proposal to install a new pedestrian crossing and remove the northbound right turn bay at Humber Street? Y/N/ Neutral - Why?*

### **New Pedestrian Crossing at Mersey Street**

We have received many requests for better pedestrian facilities across The Parade. At Mersey Street we are proposing to install a new pedestrian (zebra) crossing on the north side of the intersection to complement the safe routes to school pedestrian facility on the south side. This removes one car park.

*Question 11: Do you support the proposal to install a new pedestrian crossing and remove one car park at Mersey Street? Y/N/ Neutral - Why?*

### **Retention of the majority of existing on-street parking**

There are currently 265 legal on-street car parks along The Parade. Surveys show that occupancy of those car parks typically ranges from 150-180 spaces, with a peak of 216. We have heard many concerns about the loss of car parking. In order to provide for safe cycle lanes we need to remove 29 car parks, a reduction of 11% (the last plans showed 37 car parks being removed). Overall 236 on-street car parks will remain on The Parade.

*Question 12: Do you support the proposal to retain as much car parking as possible? Y/N / Neutral - Why?*

Specific areas where parking provision has been given priority are discussed below.

#### **Carriageway widening near Dover Street**

The roadway between Dee and Dover Streets is narrower than the rest of the route. With safe cycle lanes car parking cannot be accommodated on both sides of the road. The April consultation plans showed just four car parks in this section provided outside residences on the east side of The Parade. Feedback from locals has sought a greater provision for on-street parking. The revised plans show nine spaces provided (five on the east and four on the west side). This has been achieved by widening the road on the west side at an estimated cost of about \$50,000.

*Question 13: Do you support the proposal to provide five extra car parks by widening the west side of The Parade near Dover Street? Y/N/ Neutral - Why?*

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

The April consultation plans showed a right turning bay at Trent Street. This would remove five car parks. As very few vehicles turn right at this intersection we are proposing to give priority to keeping parking and not provides the right turn bay. This will mean two car parks are able to be retained. Three still need to be removed to provide safe visibility of bike traffic near the intersection. Right turning traffic would wait in the traffic lane until it's safe to go.

*Question 14: Do you support the proposal to remove the Trent Street right turn bay and keep two on-street car parks? Y/N/ Neutral - Why?*

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

We have heard that parking in the vicinity of the corner shops at Humber, Mersey, Tamar and Dee Streets is needed to support the local businesses. Unfortunately we cannot provide for safe cycle lanes at these intersections and also retain some parking for safety reasons. A compromise solution is to provide additional short stay parking just around the corners. So we're proposing to convert some existing unrestricted spaces near Humber, Mersey and Dee Streets to "P10 at all times", and some to "P20 at all times" near Tamar Street. These time limits are consistent with the existing time limits in each area.

*Question 15: Do you support the proposal to restrict some car parks in Humber, Mersey, Tamar and Dee Streets to short-stay? Y/N/ Neutral - Why?*

### **New angle parking in Mersey Street**

We have heard that parking in the vicinity of the cinema can be difficult at times so we are proposing to provide additional angle parking in Mersey Street near the intersection with The Parade. This will provide four more spaces.

*Question 16: Do you support the proposal to provide more on-street angle car parks in Mersey Street? Y/N/ Neutral - Why?*

## **Options considered and not pursued**

### **Developing adjacent routes**

The option of providing cycle facilities on adjacent routes was discounted as it is feasible to provide suitable facilities on the main, most direct route, which is the most desirable for people's travel. This also limits the need to cross the main road to access the cycle facility.

### **Providing a single, two-way cycle lane**

The option of providing a two way cycle lane on one side of The Parade (as promoted by Red Design) has been considered. However, expert advice is that for typical urban New Zealand streets the single, two way style cycle lane is not suitable. A 2009 NZTA research report undertaken by Dr Shane Turner of Beca International Consultants concluded that off road paths adjacent to the carriageway had between 1.8 and 2.5 times the likelihood of a crash involving cyclists than if cyclists were on road with no special facility. The greatest dangers arise from conflicts with vehicles (in places such as driveways and intersections), and to a lesser extent pedestrians. This happens because they put people on bikes approaching a conflict point from the 'wrong' direction – i.e. where the other road users do not normally expect them to come from, and therefore don't look carefully before making a manoeuvre. This is a significant problem on Wellington's existing Hutt Road facility.

One proposed mitigation for this risk is to cross the side road well back from the intersection into the side road (like a pedestrian facility). In this circumstance New Zealand law requires people on bikes crossing the side road to give way to through traffic that turns into and out of the side road. In contrast, when in the proposed single-lane approach, bike traffic is considered part of the through traffic and have right of way over vehicles exiting or entering the side road.

For legal and safety reasons, the two way arrangement is not suitable for The Parade.

However using two single-way cycle lanes on The Parade does not preclude using a two-way lane in Berhampore / Newtown if this is appropriate.

### Providing a residents' parking scheme

Some people asked us to consider providing residents' only parking in places along The Parade, in part to address issues with people parking all day after catching the bus to town. Council has provided residents' parking in suburbs around the central area where parking demand is very high and residents often have no off-street parking nor any ability to provide any. Generally these conditions do not exist along The Parade so this will not be pursued.

### Providing a new interim bus stop near Reef Street

Wherever possible we have endeavoured to coordinate bus infrastructure improvements with the cycleway project, to minimise disruption and costs. Greater Wellington has been receiving complaints from bus passengers, operators and the contracted bus company (Go Wellington, prompted by their union raising a number of driver and passenger complaints). Greater Wellington therefore wish to improve the terminus operations at the south end of Island Bay.

Improving the operation of the Island Bay terminus is highly desirable in order to:

- Provide for passengers to be dropped at the end of the route (nearer to Reef St) rather than 220 metres away under the status quo. Regional Council figures show this might benefit around 100 people during the peak each day.
- Provide drivers more convenient access to toilets and shops at the end of their run.
- Provide suitable stopping space for buses to "lay over" between runs: space which does not obstruct driveways and inconvenience residents, and is away from residential frontages to minimise noise.

This is a very busy area for buses. Services operate from 5:45am to 11:45pm. The no. 1 route operates nominally 12 minutes apart at peak and 30 minutes apart off peak and there are other routes that come through the area too. Frequency from Island Bay terminus, inclusive of routes 1, 4 and 32 is tabulated below:

Weekday AM peak	3-5 mins till 9am
Weekday Inter peak	12 mins
Weekday PM peak	12 mins
Weekday Evenings	10-15 mins till 8.15pm, then 30 mins
Saturdays	12 mins till 6pm, then 20 mins and 30 mins
Sundays	15 mins till 6pm, then 30 mins

A number of options were given consideration but we have not been able to identify a workable solution at this time. Options considered included:

- A. Accepting the status quo for now and revisit the matter as part of the BRT system (vehicle scoping) project that will get underway shortly, noting that new buses which replace trolleys may come into operation after 2017. Another trigger for further

review is the possible changes needed to the Reef Street intersection if part of The Esplanade is closed.

- B. Establishing the already approved bus stop on the east side of The Parade some 70 metres north of Reef St (outside numbers 343-345). This was in existence in 1997 and a shortened stop approved by Council in 2001. Neighbours successfully lobbied to have this decommissioned many years ago apparently due to issues with lay over buses blocking driveways for short but frequent periods and noise issues associated with lay over. Officers have recently contacted some of the adjacent property owners and they have made it clear that they would strongly object to a 'new' bus stop being established outside their homes or businesses. Any new bus stop would need to be the bus bypass style which has an estimated cost of approximately \$46,000.
- C. Establishing a new (second) northbound stop on the west side of The Parade – the current stop could be the terminal/layover stop and the new stop would be the new starting stop. This new stop would need to be located outside #342 (opposite Trent Street, some 100m north of the current stop) as this is the first site that can accommodate a standard 13.5m bus without it partially obstructing a vehicle access. This unconventional "split stop" arrangement is likely to be confusing for users and is not recommended.
- D. Establishing a new double northbound stop on the west side of The Parade – the current stop could be removed to provide on-street parking space near the shops and the new double stop would be both the terminal and starting stop. This new stop would need to be located outside #316-314 (1/2 way between Trent Street and Humber Street, some 165m north of the current stop) as this is the first site that can accommodate two standard 13.5m buses without it partially obstructing a vehicle access. We consider this terminal position to be too far north to usefully serve the nearby catchments – although it would mean that the two existing stops at Reef and Humber Streets could be removed allowing 2+1 car parks to be added near the shops but removing 5 car parks to create the new double stop.
- E. Erecting new trolley wires to allow trolley buses to reposition into Reef Street and lay over 'out of the way' like diesels are currently able to do next to Shorland Park. This very expensive option (some \$250,000 when last costed) is considered prohibitive and a poor investment with the likely decommissioning of the trolley system in a few years.

## Estimated costs

Subject to detailed design work being completed the recommended scheme is now expected to cost some \$1.9 million. A breakdown of costs is shown in the following table for the recommended scheme. Nine bus stop bypass costs are included in the relevant section (at \$62,000 for a stop with a shelter and \$46,000 without a shelter).

Project element	Estimate
<b>Kerbside cycle lanes along The Parade</b> (including 4 bus stops)	\$590,000
<b>Humber Street intersection works</b> (including 2 bus stops and a new pedestrian crossing)	\$260,000
<b>Mersey Street intersection works</b> (including 2 bus stops and a new pedestrian crossing)	\$320,000
<b>Tamar Street intersection works</b>	\$150,000
<b>Dee Street intersection works</b> (including 1 bus stop and \$230,000 for traffic lights)	\$540,000
<b>Road widening for 5 car parks near Dover Street</b>	\$50,000
<b>Total draft scheme cost</b>	<b>\$1,910,000</b>

This cost is significantly more than the \$1.3 million estimated for the April consultation. Additional costs now provided in the project estimate include:

- New traffic lights at the Dee Street intersection \$230,000
- Removing existing road markings \$146,000
- Allowance for contract management \$105,000
- Road widening to provide five new car parks near Dover Street \$50,000

This expenditure is covered within the 2014/15 Annual Plan budget. Once we have an approved scheme we will commence the process of seeking funding assistance from the New Zealand Transport Agency. If successful this could reduce the cost to ratepayers significantly.

## Next steps

Subject to the Committee / Council agreeing to proceed, the project will continue as follows:

Stage	Timeframe
<b>Develop initial concept designs</b>	Complete
<b>Finalise concept design</b>	Complete
<b>Formalise traffic changes through the normal traffic resolution process</b>	September –December 2014
<b>Finalise construction plans</b>	January – February 2015
<b>Implement physical works</b>	March – August 2015

## Appendix 1: General comments from feedback, and responses

Feedback specific to a particular place or feature is addressed on the designs themselves, and in the design report above. This appendix gives responses to general comments received during the feedback period following Council's decision in May to progress with the kerbside lanes proposal.

***Comment theme: the Island Bay section needs to be joined up at north end / should start closer to the city / should be done all at once as a whole route / should include extensions to or use side streets in Island Bay (feedback from commenters both supporting and opposing cycle lane concept)***

- With safer cycle lanes on The Parade, people will be able to cycle safely between Island Bay's amenities on its flat roads. This is unusual in Wellington where most suburbs are hilly and there are other impediments to creating such safe cycling facilities. The development of the Berhampore / Newtown section of the cycleway is under way, and construction would begin following Councillors' decision, in late 2015. The suggested priority routes are on Adelaide Road, connecting The Parade's cycle lanes.
- The best way to develop infrastructure for people to travel by bike is to cater first for the most desired journeys. This means identifying the "spine" or key routes people want to travel, and subsequently developing the "limbs" or branch routes. The Parade is the most logical and desirable route for getting around and through Island Bay,<sup>5</sup> and other connections for local commuting can be developed from this.

***Comment theme: there will be too much conflict in the cycle lane between people on foot and people on bikes; the cycle lane and / or the buffer are too narrow (feedback from commenters both supporting and opposing cycle lane concept)***

- International best practice principles for cycling facilities state that people feel safest riding when there is protection from moving traffic. Narrow streets mean that wide separated lanes with wide buffers are not possible without significant impacts on parking (and in the narrowest streets, also on moving traffic). In most of Wellington other techniques will have to be used to make cycling safer, but The Parade can accommodate separated cycle lanes – providing the greatest sense of safety. While narrower than, say, Copenhagen's or Austin's, the proposed lanes on The Parade are within recommended safe dimensions.
- In several places where people felt there would be too much conflict between pedestrians and bike traffic (such as outside the medical centre), the space allocation has been adjusted. Please see the notes on the plans for details.
- The Parade's cycle lanes will be monitored to assess how well they are working.

***Comment theme: on-street parking should not be removed – it's too important for residents / sports / businesses (feedback from commenters both supporting and opposing the cycle lane concept)***

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<sup>5</sup> Wellington Cycleway Feasibility Study, Island Bay to CBD, Funding Report. Opus Consulting, 2013: [Report](#) (3.7MB PDF)  
[Appendices](#) (11MB PDF)

- Free parking on the public road is a public resource. Where there are public benefits to the city from reducing parking space (or otherwise regulating – e.g. by time-limiting or charging), the Council must consider the overall benefit to the public, and act accordingly. The reductions in parking space on The Parade are the minimum required for the cycle lane to operate safely for people driving, cycling, bussing and walking. Extra (additional) parking is being provided, plus short stay parking for businesses, to minimise the overall impact.

***Comment theme: cyclists are too few to justify the disruption to parking, driving and pedestrians (feedback from commenters opposing cycle lane concept)***

- At present, only the small proportion of people who feel confident enough or are otherwise dedicated are getting around by bike on the road. (A smaller number who want to ride but feel unsafe on the road are riding on the footpath).
- The cycleway project is designed to provide safer cycling infrastructure. A significant proportion of Wellingtonians wish to travel by bike on the road, but currently feel it's too unsafe to do so.<sup>6</sup> If the cycle lanes are built as proposed, people will feel safer going by bike on the road: more people will cycle overall, and those who are currently on the footpath will use the cycle lane.
- Fast, confident cyclists are less likely to use the lane, as they prefer to go fast and will have to make lots of passing manoeuvres for people cycling slowly. They will therefore be sharing the regular traffic lane, which will be the width common to many Wellington streets.

***Comment theme: The Parade residents' opinions should have / shouldn't have extra weight (feedback from commenters both supporting and opposing cycle lane concept)***

- All Council consultations are open to anyone, as a matter of public interest. All Wellingtonians potentially have an interest in the Island Bay to City cycle route, as one of the key steps in making Wellington's transport system more cycle-friendly. The benefits of more people cycling are felt throughout the city, and work on different routes affects a range of people in different ways. It's important to reflect the citywide nature of this change in Wellington's transport networks, as well as reflecting the views of those who are directly affected (positively and negatively) by possible changes.
- The decision to proceed will be made by Council's Transport and Urban Development Committee. Councillors will use their own judgment as to what weight to put on different kinds of public feedback, and feedback overall.

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<sup>6</sup> [WCC Cycling Demand Analysis \(2014\)](#) (1.5MB PDF)