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**REPORT 5**  
(1215/12/IM)

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## **TRAFFIC RESOLUTIONS – SHARED PATH – DUNCAN STREET AND FINDLAY STREET**

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### **1. Purpose of Report**

This report outlines the recommended amendments to the Wellington City Council Traffic Restrictions. These recommendations support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability.

### **2. Recommendations**

Officers recommend that the Tawa Community Board:

1. *Receive the information.*
2. *Endorse the amendments to be forwarded to the Strategy and Policy Committee at its 23 June 2011 meeting for approval pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.*

(a) *Shared Path – Duncan Street & Findlay Street – Tawa (TR45-11)*

*Add to Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule*

**Column One**  
**Duncan Street**

**Column Two**  
*Shared path,  
Cyclists must give  
way to pedestrians.*

**Column Three**  
*West side, commencing  
from the Pedestrian  
Crossing servicing the  
Tawa Railway Station  
Footbridge (Grid  
coordinates x=  
1753428.8 m, y=  
5440840.4 m), and  
extending in a northerly  
direction following the  
western kerbline for 390  
metres towards Tawa  
College.*

***Findlay Street***

*Shared path,  
Cyclists must give  
way to pedestrians.*

*East side, commencing  
from its intersection  
with Gee Street (Grid  
Coordinates x=  
1753786.6 m, y=  
5442593.8 m), and  
following the kerbline  
south for 403 metres  
towards Linden Avenue.*

### **3. Discussion**

The following information relates to the amendments before the Board for endorsement.

The proposed resolutions were advertised on 03 May 2011, giving the public 18 days to make submissions.

In total, 1 submission was received

***(a) Shared Path – Duncan Street & Findlay Street – Tawa  
(TR45-11)***

The Tawa Shared Path will provide a safer cycling route and encourage more people to get about on foot or by bike. The five-kilometre path from Willowbank Park to Kenepuru Station will link to nearby streets, the shopping centre and other key locations such as railway stations, schools, recreational areas and parks. The path will be 3m wide in all possible areas. The path will eventually link through to Porirua Station.

In developing the city's cycling policy there were a number of suggestions to allow cyclists to use the footpath where it was believed to be safer than cycling on the road. The Tawa Shared Path was one of these identified routes. The 2008 Cycling Policy has a number of objectives that directly relate to this proposal:

**Objective 1** – To improve cycle safety throughout Wellington

**Objective 2** – To improve convenience of cycling in Wellington

**Objective 3** – To improve the experience of cycle trips to and from the central area

**Objective 6** – To improve the experience of cycling trips made for recreation

There are a number of policy statements under each objective, those relating to this proposal include:

**Policy 1.1** – Every opportunity to make the city as safe as possible for cyclists must be explored

**Policy 3.1** – On main corridors, cyclists will have an option of riding free of general traffic by using dedicated cycle facilities where practical or by using dedicated bus lanes

**Policy 3.2** – Every opportunity must be taken to make improvements to the cycle network to make the routes safer and more convenient

Recent amendments to the road user rule have clarified rules and responsibilities when using a shared path, which states that cyclists must give way to pedestrians when it is signed accordingly. This method was approved for Birdwood Street in 2010, and is the recommendation for the Tawa Shared Path.

This report aims to formalise two sections of the shared path.

Section 1: Duncan Street – (Tawa Railway Footbridge to Tawa College)

Section 2: Findlay Street – (Linden Avenue to Gee Street)

The following submission was received in support of the proposal.

	<b><i>Name</i></b>	<b><i>Suburb</i></b>	<b><i>Agree Y/N?</i></b>
	<b><i>R Herbert</i></b>	<b><i>Tawa</i></b>	<b><i>Y</i></b>
	<b><i>Comments</i></b>		
	I support the designation of the Duncan Street and Findlay Street sections as indicated as a "Shared path, Cyclists must give way to pedestrians." as part of the Tawa Shared Path project.		

#### **4. Conclusion**

It is the conclusion of Council Officers that the Board endorses to Committee to proceed with the proposed traffic resolutions.

Contact Officer: *Charles Agate – Traffic Engineer – Transport Network Operations*

## **Supporting Information**

**1) Strategic Fit / Strategic Outcome**

*The recommendations support Council's desire to provide a coherent and efficient transport system that aids economic development (see Council's Long Term Outcomes 2.2 More Prosperous).*

**2) LTCCP/ reference and long term financial impact**

*The work required is contained in a range of Operating Project budgets.*

**3) Treaty of Waitangi considerations**

*N/A*

**4) Decision-Making**

*This is not a significant decision. The recommendations reflect the views and preferences of those with an interest in this matter.*

**5) Consultation**

a) General Consultation

*All recommendations have been publicly notified and no objections remain.*

b) Consultation with Maori

*N/A*

**6) Legal Implications**

*The recommendations comply with the legal requirements for amendments to traffic restrictions laid down in the Bylaws.*

**7) Consistency with existing policy**

*This report is consistent with existing WCC policy.*