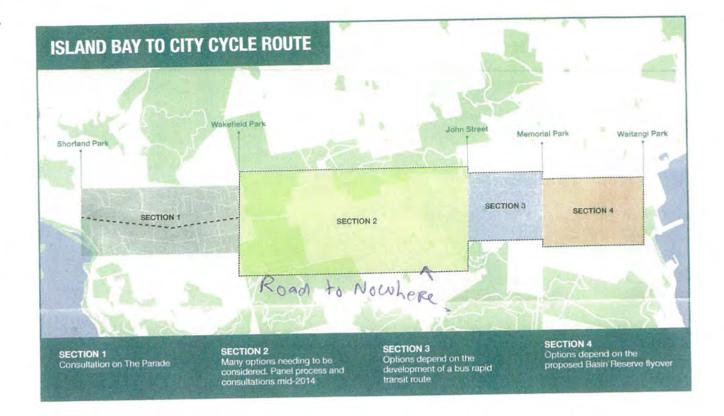


The Council wants to improve cycling in Wellington, and has identified Island Bay as one of the suburbs which will benefit from improved cycle lanes.

Combined with other future improvements, this will encourage more people to cycle around their neighbourhoods, and between the southern suburbs and the city.

This helps reduce congestion, makes Wellington a more liveable city, and brings a range of environmental, health and social benefits for Wellingtonians.





This consultation is about one section – The Parade between Shorland Park and Wakefield Park. The other sections of the route are more complex, and for these sections we will be talking and working with the community in different ways.

The first step is to find out which of the cycle lane options you prefer on this section. Consultation is now open and feedback is required by Thursday 6 May 2014. This brochure gives a brief overview of the options. More information is available on our website, including detail on the options, pictures, and pros and cons.

You can also find out more at an open day at the Wellington South Baptist Church hall, 284 The Parade, 10am to 2pm on Saturday 12 April. If you would like us to send you a copy of the information on our website, phone 499 4444 or email cycling@wcc.govt.nz

BACKGROUND

We are keen to make cycling in Wellington safer and easier and have been undertaking a variety of studies to identify good routes to focus on. This includes a feasibility study¹ which looked at how cycling could be improved on the routes between Island Bay and the city. The section between Shorland Park and Wakefield Park is relatively straightforward to upgrade compared with the rest of the route. It involves improving the existing cycle lanes by making them more consistent, and better integrating them with the roads (eg at intersections). This will make them safer and easier for people to use.

The Council has since developed two cycle lane options for consultation:

- Cycle lanes between parking and traffic 'traffic-side'
- Cycle lanes between the footpath and parking

 'kerbside'.

Each option could also include changes to allow cyclists to bypass bus stops.

The cycle lane options are described in more detail on the next page and we are seeking public feedback on these. Feedback will be one of the things City Councillors take into account when they decide what improvements to make in this section.

Wellington Cycleway Feasibility Study, Island Bay to CBD, Preliminary Funding Report, 22 May 2013

OPTION 1 - TRAFFIC-SIDE CYCLE LANES

This option is similar to the existing cycle lanes along each side of The Parade south of Medway Street, and is similar to the on-road cycle lane arrangement used in parts of the city. The lanes would go from Shorland Park to Wakefield Park and overall be wider than the existing lanes, with a marked strip adjacent to the parking to highlight the "door zone". Both the cycle lane options would provide for safer cycling past bus stops (described on the back page). See our website at Wellington.govt.nz/shorland2wakefield for more details on option 1.



Artist's impression of a traffic-side cycle lane.

Intersections

The Parade's existing intersections have no provision for cyclists. Cyclists and other road users have complained that the cycle lanes stop in the areas where they are most needed – where there is turning traffic at intersections.

To address this, cycle lanes will be painted through the intersections under both options, so they are continuous in the 50km/h sections of The Parade.

While we are doing this work, intersection corners at the crossroads of Humber, Mersey and Tamar streets will be built out to slow traffic down and shorten crossing distances for pedestrians.



Artist's impression of cycle lanes painted through an intersection.

OPTION 2 - KERBSIDE CYCLE LANES

Cycle lanes between the footpath and parking are new for Wellington, but they meet international best practice standards and provide much greater safety for people on bikes. They are being used in Christchurch.

The proposed new cycle lanes would be 1.8 metres wide to provide a safe space between parked cars and the footpath, and include a physical separator between parking and the cycle lane. Space for wider cycle lanes is gained by replacing the narrow painted median in the centre of the road with a standard centre line and slightly narrowing the traffic lanes.

We're keen to trial international good practice for safety, so if Councillors decide to improve the existing cycle lanes with option 1, it's likely a separated cycle lane like this will be trialled on a suitable section of The Parade.



Artist's impression of a kerbside cycle lane.

Cycle lane separators

We are considering a number of ideas for the separator, including plastic posts, horizontal plastic strips, or small concrete blocks. These would be carefully placed to avoid obstructing doors or tripping people. Planter boxes are not feasible as the space is too narrow.

Intersections

Option 2 would involve the same changes to intersections as option 1 – continuing a marked cycle lane through them, and extending the footpath on corners.

The key difference for intersections with a kerbside lane is that cyclists approaching an intersection will need to move out from behind the parked cars to join the traffic and ride through the intersection. So they can be clearly seen, some on-street parking will need to be removed on the approaches to intersections.

Existing right-turn bays would be retained at the intersections of Humber, Mersey and Tamar streets for safety reasons.

See our webpage Wellington.govt.nz/ shorland2wakefield for detailed information on the pros, cons and estimated costs of the traffic-side and kerbside cycle lane options.



BUS STOPS

People on bikes can be in danger around buses so we need to improve safety. International good practice guidance states that where bus stops are as busy as The Parade's, a separated cycle lane of some kind is essential.

One way to do this is to paint a separated cycle lane straight along the road past the bus stops, so people on bikes ride past buses that are pulled over. The other way is to take cyclists around the back of the bus stop (bypassing it).

There is little benefit to the first method, which is essentially the status quo. Bypassing the bus stop is much safer. Bus stop bypasses can be done in two ways, depending what suits the conditions of each site.



Bus stop bypass with dedicated cycle path.



Bus stop bypass with a shared footpath. Photo: Glen Koorey (cyclingchristchurch.co.nz)

Which bus bypass types would be used along The Parade depends firstly on which cycle lane option is used, and subsequently on the detailed design and the characteristics of each bus stop site. See our website for more detail on the bus stop bypasses.

BUS STOP CHANGES

While work is happening on a cycle route upgrade, it is a good time to make changes to bus stops.

Greater Wellington Regional Council believes the 14 bus stops along The Parade can be reduced to 12 to provide a smoother journey for passengers. It plans to replace the four stops between Avon and Tamar Streets with two.

NEXT STEPS

- Consultation on cycle lane options for The Parade will take place between 8 April and 6 May 2014.
- Feedback will be reported to the Council's
 Transport and Urban Development Committee
 on 20 May 2014. The Committee is expected
 to confirm the preferred option for cycle lanes
 between Shorland Park and Wakefield Park.
- Detailed design will then be completed and a contractor sought to make the changes. There will be consultation with local residents and business owners, and work should start on site later this year.
- This work will overlap with the process for identifying the best options for the Wakefield Park to John Street section – see the Council's website for information.

HOW DO I GIVE FEEDBACK?

You can give feedback on your preferred option for the Shorland Park to Wakefield Park cycle lanes by:

- going to our website at Weilington.govt.nz/ shorland2wakefield and submitting online
- sending us an email at cycling@wcc.govt.nz with 'Island Bay Section 1 consultation' in the subject line
- filling in a printed form you can get one at the open day on 12 April or phone 499 4444 and we'll send you one.

HAVE A SAY ON THE ISLAND BAY TO CITY CYCLEWAY SECTION 1

- cycling@wcc.govt.nz
- Wellington.govt.nz/shorland2wakefield
- **6** 04 499 4444

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Introduction:

We didn't want to come here but we felt forced to be here after reading The Cycle Improvements for Island Bay Report late last week and we have reacted accordingly.

Four of us have gathered well over 400 signatures almost entirely from residents of Island Bay. This has been achieved in only 2 days. We began at 10 am on Saturday morning and have focused primarily on The Parade. In fact 186 who signed our Petition are from The Parade. Many people where also out or just not at home.

For the record we also want to be extremely clear here that we are absolutely not opposed to cycle ways as we are already living with one on The Parade. We have cycling enthusiasts among our group. We are cycle friendly!

We would like to the Dominion Post for being here today and their interest in this issue. The Cook Strait New also wants to write an article about this.

The Cycle Lane to Nowhere

The estimated \$1.3 million dollar plus question!

We want all work to stop immediately on Section 1 of the "Island Bay to City Cycle Route" until a plan for the entire route has been completed, the impacts and effects of the proposed route (s) have been identified and full and proper

consultation with local residents, businesses and any other interested parties has taken place.

Bigger Picture

The Route to Berhampore, Newtown and City Centre.

This is in truth "The Nut that Needs to be Cracked!" This is the real area that cyclists run into problems!

There is "no clear and overall master vision" as to just how this proposed cycle route will actually work. If this could be "revealed" we think it would provide ratepayers with a greater degree of confidence in the Council! We want to see strong fiscal responsibility and accountability demonstrated by Council.

If Council intends to commit \$43 million dollars over the next ten years, we believe the ratepayers of Wellington deserve to see how that money will be spent.

We are also most interested to know just how much has been paid to various experts and contractors in the preceding years to have come this far without signs of a clear route or vision.

Lack of Genuine Consultation for Island Bay

This is perhaps our main problem as we believe there has been no genuine in depth public consultation. To be frank consultation has been extremely light and very lax. We also believe what started out as early and possible conversations improvements has very suddenly turned quickly into votable issues! There appears to be an extreme urgency to push this thru.

Timings:

Approximately 51 potentially affected residents along The Parade received notification regarding Council plans for a "Possible Cycle Lane Improvements" in a letter dated the 7th February 2014.

In a public meeting at the Mornington Golf Club 27th February, Council openly admitted that The Parade was cycle friendly and that they were "still" in very early stages of consultation with the public as there were many challenges to work through. We were also told that the public would be very clearly informed and involved before any decisions were agreed upon. We do not believe this has happened.

Some time before the "Open Day" (held 12th April) the Report refers to a pamphlet drop along The Parade called "Have A Say". The majority of residents who have signed our petition claim that they have never seen or received this pamphlet. Please refer to the mark N on our accompanying

petition to note people who were specifically asked this question.

On the 4th April interested parties who gave email addresses at The Golf Club Meeting began receiving emails from Isabella Cawthorn "The Cycling Champion" who was already referring to only 2 options. Links to various web pages invariably could not be found on the site so if you were interested and had time to spare to go thru it all - you still really had to go looking. These emails were sent usually after close of play on Fridays.

At the one Open Day Council held on the 12th April between 10am and 2 pm a busy day for many people with commitments – work and child responsibilities sporting commitments etc - the "proposed cycle lane options were still very loose" – open for discussion and submission via email.

During this period we also had Easter, Anzac and the school holiday's etc.

Submissions closed end of play Tuesday 6th May. Though there were 11 "late submissions" accepted – on what grounds we do not know.

It is now only the 20th May and this proposal is final and being voted on!

Option 2

The option you are voting on is by far the "most radical and impactful" of the choices in an area that many cyclists are very happy with. The Parade is one of the best cycling areas in Wellington. The street is wide the visibility is good.

There have been no cycle accidents on this piece of road reported in the last several years we were told by Council.

The real problem for cyclists is from Wakefield Park thru Berhampore navigating Newtown and into the city. Yet, this route is still to be addressed by Council.

The Island Bay community has absolutely no concept of how the traffic flow is to be affected, not to mention the safety issues for motorists and passengers getting in and out of parked vehicles and crossing these proposed cycle ways to get to the footpath. The unpredictable nature of children - the elderly and infirm - I could go on but time is limited.

These are all issues of paramount concern and nobody has discussed or addressed this with us.

This is not just an issue for residents and businesses located The Parade either - it is a far greater issue that will impact profoundly on the greater community of Island Bay. We are not a thru route - Island Bay is a destination with a population of around 8,526 residents with 3,249 residences - many of which are families with young children.

We believe we have been deprived of genuine consultation and information critical to our community and that the Council has displayed a grossly unfair bias in favour of a relatively small but very active group.

We want a proper full and in depth community consultation. Of the 188 (of which 11 submissions were late) submissions Island Bay residents made 61 submissions. Only 17 came from Parade residents. We would be most interested to see where the remaining 127 submissions came from!

You may have 188 submissions from the greater Wellington area – we now have over 400 Island Bay residents (signatures collected by 4 women in 2 days) who know nothing or at the least very little about the proposed cycle way or how the money is to be spent.

Parking issues in an already congested area

The Report finally reveals hard hitting facts regarding the proposal to remove approximately 45 parks from along The Parade! This of course is going to place further stress on an already extremely busy road and area.

Several businesses have recently changed hands in Island Bay. These businesses are trying to establish healthy and commercially viable businesses – for example The Empire Cinema / Brewed Bar, and The Island Bay Bar which is rumoured to be on the market. Naturally these businesses

attract locals living on the surrounding hills and visitors from neighbouring suburbs.

Residents who live near these businesses are already finding parking close to their homes difficult.

4 x car parks were just last week removed to accommodate a revised bus route immediately outside Island Bay New World in Medway Street creating traffic and pedestrian havoc.

Bearing this in mind – we are already closer to loosing 50 car parks. The Report refers to approximately 45 – not a guarantee of 45!.

Data the report is using is superficial at best

Census of 2013 The question read "On Tuesday 5th March, what was the main way you travelled to work – that is, the one you used for the greatest distance. 268 people recorded biking. However there is no indication of which direction / area they were coming to or going from.

From the recent data quoted in the Report at 25 commuter cyclists near Humber Street to 95 cyclists near Dee Street. From that data and given the projected budget of \$1.3 million one can assume that it will cost \$13,684 per cyclist and this is just for the first Section 1.

Again, I reiterate and we understand from Council that there have been no reported cycle accidents thus far on The Parade in the last several years!

We don't even want to bring up the Dee Street roundabout failure that Council was so adamant and insistent upon doing only 9 years ago against public opinion which is now to be removed!

Inaccuracies in the report

We don't believe there is enough space on The Parade from Dee Street to Dover Street for the proposed cycle lanes option 2 – the road is at it's narrowest at 13 m wide. We are allowing for 1.8m cycle lanes x 2, 1.8m car parks x 2, 3.5m for transport lanes. Total = 14.2 So here we would have to reduce the transport lanes (UNSAFE) or take car parks away which is crazy as we already cannot cope with the currant demand from the nearby sporting facilities in this area. We suspect Council will need to encroach on footpaths and berms.

Bus Stop relocation to outside The Presbyterian Church

The report states as fact that The Presbyterian Church is not opposed to this proposal. That is simply not true. The Church is disturbed by the inaccurate reporting of it's position. The Church's position was "We would rather not

have the bus stop at all" as quoted by Helen Scobie – Administrator on behalf of the church.

Pamphlet drop off – General public consultation

The claimed drop off of the Have Your Say pamphlet was not in fact dropped off at Island Bay New World. The owner and store manager has no knowledge of the document and no email correspondence from Council seeking permission. She also pointed out that really there was no area to display the pamphlet. We have not had any time to check with the other claims.

How can we trust the integrity of this Report?

The Council Website

The Council website has been a nightmare to navigate with many of the pages "not being found" or the information quite poorly displayed! Links to information often lead to messages – Page could not be found!

Comparisons for Best Cycling Practise

It is totally inappropriate to be comparing Wellington to the cities of Copenhagen and Amsterdam or even Christchurch for that matter. For a start they are flat cities with no hills and they have had a long cycling culture since the late 1800's / early 1900's because of industrialisation. Our

cycling culture is comparatively recent and as a result has a much smaller community. In Denmark and Holland the cycling community spans all ages, from children to the elderly who cycle.

At present Wellington's cycling community is mostly the young and fit. Obviously this could change over time but the numbers of commuter and recreational cyclists to warrant spending \$1.3 million on a wide road with good visibility such as The Parade has to be questioned particularly as Route 2 has not been sorted yet!

Recommendation

We want work to stop on Section 1 of the "Island Bay to City Cycle Route" until a plan for the entire route has been completed, and the impacts and effects of the proposed route (s) have been identified and full and proper consultation with local residents, businesses and any other interested parties has taken place.

We request that this proposal go to full Council for full investigation as we genuinely believe that this proposal has been completely rigged from the outset and as a community Island Bay is being railroaded and bulldozed into an extreme option that we have simply not been adequately informed on or consulted with.

We have at least 440 signatures collected by 4 women in 2 days to support this request. Our petition will continue to grow.

The challenge is to resolve is Berhampore and Newtown to the City.

We believe that throwing Island Bay into potential and complete bedlam is a total disgrace.

We believe this is just not right!

Thank you for you time.