
REPORT 8
(1215/12/IM)

**RATIFICATION OF TAWA COMMUNITY BOARD
SUBMISSION:**

- **DRAFT CYCLING AND WALKING POLICIES**
 - **DRAFT TRACK RECREATION ACTIVITIES POLICY**
-

Officers recommend that the Tawa Community Board:

1. *Receives the information.*
2. *Ratifies the Board submissions to the Draft Cycling and Walking Policies.*

Attached is the Board submissions to the:

- Draft Cycling Policy (Appendix 1)
- Draft Walking Policy (Appendix 2)
- Draft Track Recreation Activities Policy (Appendix 3)

APPENDIX 1

Submission of the Tawa Community Board on the Draft Cycling Policy

Submission from the Tawa Community Board to the Wellington City Council.

The Tawa Community Board (TCB) supports most of the draft policy but makes the following submission.

- The TCB urges that priority be given to a safe cycling (and walking) route between Tawa and Johnsonville. This is long overdue.
 - At present cyclists (and pedestrians) risk being hit by vehicles on a narrow, winding road that has undergone no improvements since it was the main road out of Wellington in the 1950's.
 - The grade separation is clearly not acceptable.
 - This is the only route for cyclists (and pedestrians) who wish to travel south of Tawa or north of Johnsonville.
- The TCB urges the removal of the traffic calming measures (on Main Road) that required cyclists to make rapid left and right turns via an obstacle course.

Due to:

- the build up of rubbish caused by the street cleaning machine not being able access this part of the road, and
- the tight turns required,

cyclists carry on straight ahead which brought them into conflict with vehicles as the road had been narrowed to the degree that it was not wide enough to safely accommodate both.

- The TCB would like to see a dedicated cycle (and pedestrian) lane in the Ngauranga Gorge. Such a lane needs to be wide enough to make it safe for both cyclists and pedestrians to pass each other safely.

At present cyclist either use the city bound footpath or the road lanes which already contain busy traffic.

The footpath is a hazard as it:

- is too narrow, and
- has a substantial amount of debris and litter on it.

The road is a hazard as there is insufficient grade separation between slow moving cyclists and faster moving on vehicles on a major access road. Few cities would have cyclists and vehicles sharing a major part of their State Highway.

- The TCB **strongly opposes** the introduction of variable speed limits. Tawa was proposed as the guinea pig for this. It did not proceed after submissions, from the TCB and a large number of Tawa residents, opposed it (other than for outside schools). Variable speed limits

APPENDIX 1

in streets causes distraction and confusion to vehicle drivers. The need to be watching for speed limit signs, in residential streets, makes the risk of hitting cyclists a high risk.

- The TCB was extremely concerned with, **and strongly opposes**, the proposal to have cyclists sharing bus lanes. The whole idea of bus lanes is to speed traffic flow by keeping buses separated from slower moving vehicles. Having cyclists in the lane would mean:
 - buses can only drive as fast as the cyclist or swerve around the cyclist into vehicle lanes.
 - cyclists are at risk from collision with buses (and possibly, based on the Ngauranga to Airport Strategy, taxis)
- The TCB urges the Wellington City Council to work with the Wellington Regional Council to have them improve the ability to carry cycles on trains.

The recent change that saw trains limited to two cycles, in total, is a major backward step in increasing the use of cyclists.

Tawa Community Board

Robert Tredger (Chair)

Graeme Hansen (Deputy Chair)

Graeme Sutton

David Darroch

Dennis Sharman

Chris Reading

APPENDIX 2

Submission of the Tawa Community Board to the Draft Walking Policy

Submission from the Tawa Community Board to the Wellington City Council.

- The Tawa Community Board (TCB) supports the draft policy.
- The TCB strongly supports those sections that relate to the safety of children and which encourages more to walk to school.

Children walking to school:

- improves the physical fitness of the child, and
 - lessens congestion on roads and around schools, and
 - provides a safer environ around schools, and
 - reduces the amount of fuel used which reduces the amount of 'greenhouse emission' and makes the air more breathable.
- The TCB urges the Wellington City Council (WCC) to work with residents to review the number of pedestrian crossings. There are many intersections in Tawa which are not children friendly.
 - The TCB urges that priority be given to a safe walking (and cycling) route between Tawa and Johnsonville. This is long overdue.
 - At present pedestrians (and cyclists) risk being hit by vehicles on a narrow, winding road that has undergone no improvements since it was State Highway 1 in the 1950's.
 - The grade separation is clearly not acceptable.
 - This is the only route for pedestrians (and cyclists) who wish to travel south of Tawa or north of Johnsonville.
 - The TCB urges that WCC to ensure existing accessways between streets are retained, maintained and kept well lit.

We are particularly concerned with:

- the amount of broken glass in many which indicates that WCC is not inspecting and cleaning these enough.
- the amount of surface water flowing over the steps in the accessway between the Main Road and Fyvie Avenue.

Tawa Community Board

Robert Tredger (Chair)

Graeme Hansen (Deputy Chair)

Graeme Sutton

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Dennis Sharman

Chris Reading

SUBMISSION OF THE TAWA COMMUNITY BOARD TO THE DRAFT TRACK RECREATION ACTIVITIES POLICY

In general the Tawa Community Board (TCB) supports the Draft Track Recreation Activities Policy. However we do have a number of concerns.

- Within Tawa there are a number of tracks and reserves. Much of the work on these tracks and reserves has been initiated and maintained by Tawa groups such as the ‘Friends of the Tawa Bush Reserves Inc.’ (FTBR), “Friends of Willowbank Reserve”, Tawa Rotary Club and Tawa Lions, often in co-operation with the Wellington City Council (WCC) and Greater Wellington Regional Council (GWRC). In particular FTBR have managed and provided much of the labour for possum reduction, as well as removal of noxious weeds from within the Reserves in Tawa. Recognition and Aid should be provided to these and similar groups, to ensure their work continue to the benefit of all Wellington residents. These Groups should be part of continuing consultation with the Councils.
- Similarly the “Tawa Streamside Walkway Committee” is endeavouring to plan a recreational walkway along the Tawa Stream, from Takapu through to the Porirua walkway. Initial plans are underway, in co-operation with WCC, but to be successful will need buy-in from GWRC, Kiwi Rail, WCC et al.
- One of the major concerns relates to the lack of walking and cycling tracks from Tawa to Johnsonville along Middleton Road. At the moment it is dangerous for walkers and cyclists alike to travel along Middleton Road.
- Walkers, cyclists and mountain bikers do not readily mix. Walking has become a major Governmental focus for improving the fitness levels of the NZ populace through all ages. Sadly the most vulnerable of these groups are the walkers, who are abused by the faster moving cyclists (and Bikers) who believe they have right of way. NB Many bicycles no longer have bells or similar to warn others of their approach and more and more recreational walkers have IPods and MP3s and are less likely to hear a shout from cyclists coming from behind them. We note that although a Mountain Bike Code of Conduct is included on the WCC Web site, it would appear that few have read it, and fewer comply!

For the success of increasing quality and quantity of walkways and reserves, it is imperative that local organisations are involved, and their buy-in, with the help of councils and Government, will help to ensure improvement of, not only the fitness and enjoyment of the NZ populace, but also the flora and fauna of NZ indigenous species.

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