



**Cycle Aware
Wellington**

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Submission to Wellington City Council – Our Capital Spaces

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We wish to make an oral submission. Please contact Brian Wolfman to arrange a time.

Cycle Aware Wellington (CAW) is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We are the local advocacy group for cyclists who use their bikes as a means of transport. Since our inception in 1994, we have worked constructively with councils on a wide variety of cycle projects. Cycle Aware Wellington represents 600 members and supporters.

Tēnā koutou councillors,

Thank you for the opportunity to submit our opinions on Our Capital Spaces.

Key points of our submission

- Cycling tracks and shared paths are low-cost projects with huge benefits for recreation, tourism, safety, and transport.
- Cycling tracks and shared paths are consistent with council policies.
- Parks and Transport staff can work together to create and upgrade tracks.
- Children are poorly served by current cycling tracks and we recommend this is fixed.

Making the best use of open spaces

We support your aims of getting everyone active and healthy, protecting our environment, contributing to our quality of life, and doing it all in partnership with communities. Specifically, we are pleased to see the plans for more cycling tracks close to where people live, plans for the development of multi-use parks, and a focus on making these accessible to people from all backgrounds and incomes.

We are also pleased to see that you want to build on Wellington's reputation as a mountain biking destination. There are obvious tourism and business benefits.

We note that volunteer track builders + council land + modest budgets = fantastic amenities for Wellington. Crews of volunteers are busy each week building and maintaining tracks, clearing storm damage, and looking after the bush at Makara Peak, Brooklyn Trails, Miramar Track Project and more. It's a popular model of community / council / business partnership.

In addition to the proposals listed in your plan, here are our ideas for how you could encourage greater use of open spaces around Wellington.

More off-road routes for commuting by bike

We support WCC's aim to "develop short, easily accessible walking and cycling tracks close to where people live". As the city's cycling network expands, we would like to see on-road cycle routes become more integrated with off-road routes through the greenbelt. We believe this would make cycle-commuting more appealing to people who already ride recreationally, and vice versa. It would also give cyclists more choices about whether or not they mix with car traffic.

To encourage cycle commuting through open spaces, WCC needs to make sure that a few key tracks are well-maintained, have a high-quality gravel surface (or perhaps asphalt or concrete), are clearly signposted, and are perhaps lit at night. Some existing routes that could be better maintained for commuting include:

- Hataitai–City Walkway
- Hataitai–Newtown Walkway
- Transient (Brooklyn to Aro Valley)
- Wakely Road Track (Newlands to Ngauranga Gorge).

Other routes that could be designated as 'shared paths' and upgraded for cycling are:

- Aro Street to Palmer Street to Abel Smith Street
- Botanic Gardens (uphill only)
- Bolton Street Cemetery up to Anderson Park (uphill only)
- Puketiro Avenue to Grant Road (through Stellin Memorial Park)
- Frank Kitts Park (Jervois Quay side, including a short section of footpath)
- John St to Dorking Rd (steep, but traffic-free, and mostly sealed already).

New paths that could be created to link up neighbourhoods are:

- south end of Rintoul Street to Dover St
- through Wakefield Park
- through MacAlister Park
- through Trellisick Park.

We would like to see the Parks and Transport sections of the council working together to ensure that both on-road and off-road routes are integral parts of the growing cycling network. This may require a specific budget, managed by Parks, to maintain off-road commuting routes. While

some of these routes would attract smaller numbers of commuters than on-road routes might, they would be comparatively cheaper to develop and maintain.

More bike tracks for children in multi-use parks

We support the proposed development of multi-use parks. In particular, we would like to see more bike tracks for children (like the one at Karori Park) added to the perimeter of fields that are already well used for team sports.

A basic children's cycling track in each suburb would make it easier for low-income families (especially those without cars) to get their kids cycling regularly and safely. Such tracks, if wide enough, could also be used by parents with prams, people in wheelchairs, and people on mobility scooters. This would tie in well with WCC's desire to "ensure that people from all backgrounds and incomes can enjoy open spaces and recreation" and to "reduce barriers that prevent people from participating in activities and using facilities".

Pump tracks at multi-use parks would also be welcome. Pump tracks require little space but are invaluable for helping kids to gain the bike-handling skills necessary for riding on Wellington's many mountain bike tracks, or for commuting to school (and one day to work) through the city's greenbelt.

Nā mātou noa, nā Cycle Aware Wellington
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