



# Cycle Aware Wellington

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## Hutt City Council Draft Annual Plan 2014/15 – Cycle Aware Wellington submission

Cycle Aware Wellington is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we have worked constructively with local and central government, NZTA, businesses, and the community on a wide variety of cycle projects. We represent 600 members and supporters.

We would like to make an oral submission. Please contact [eleonor.meecham@gmail.com](mailto:eleonor.meecham@gmail.com)

### Key points of our submission

- We support all the detail in Hutt Cycle Network's submission.
- We urge you to support cycling with greater financial investment.
- You need to develop a network of safe recreational and commuting cycleways.
- You need to urgently address some specific cycling issues in Hutt City.

## Why Hutt City Council needs to invest in cycling

It's essential for councils in the Wellington region to plan for significantly increased bicycle use in the coming decades. 2013 Census figures show that cycling is swiftly gaining popularity as a transport choice around the region, reflecting global trends. The number of people cycling to work in Hutt City increased 35% between 2006 and 2013, whereas around the wider region the increase was 49%. The smaller increase in Hutt City is no doubt due to a significant lack of safe infrastructure to attract residents to cycling.

Experience from cities around New Zealand and around the world shows that when local government provides cycleways, more residents adopt cycling as a convenient form of transport. That fact that cycling is on the rise in the Wellington region, even with next to no improvement in facilities, indicates a huge suppressed demand.

It's not just cyclists who benefit when councils invest in cycling – the whole community does. Safe cycle infrastructure results in:

- less congestion on the roads and less pollution

- better connected and more resilient communities
- more locals engaging with their natural and urban environment
- fitter, healthier, more active people
- improved urban lifestyle, helping to attract new residents and businesses, and boost existing businesses.

Hutt City Council plans to spend just \$351,000 in the year ahead on cycling and walking. In contrast, Wellington City Council plans to spend 4.3 million on cycling alone, having recognised the ever-increasing demand for cycling infrastructure, and the huge benefits it will bring to all local residents.

We urge you to take note of the growing popularity of cycling for recreation and transport, and to support it with much greater financial investment. Working with the current budget, cycling projects that you've already identified as high priority will take more than 10 years to build.

## Develop a network of safe cycleways

Hutt City has had cycling strategy plans for many years, the most recent being prepared in 2006. Very little progress has been made in the implementation of this plan in the last eight years.

The network proposed in 2006 should be progressed urgently, and taken into consideration whenever other transport improvements are being made (it makes practical and financial sense to build cycling infrastructure when roads are being upgraded).

## Specific issues with Hutt City cycle network

Here we address some specific issues that need your urgent attention.

### **Hutt River Trail**

We note that funding has been provided for augmenting the Hutt River trail with a new section on the western side of the Hutt River between Manor Park and Silverstream Bridge. However, the Hutt River Trail is not purely recreational, and provides a good north–south connector for the cycle network. One issue is gaining access to the CBD from the Hutt River Trail: improvements in signage and access routes would be a valuable investment, and increase the utility of the Trail to the overall network.

### **Seaview to Eastbourne**

The Eastbourne community is effectively isolated from the rest of the city by the narrow winding Marine Drive. While there has been some investment in a narrow shared path on this route, it is still not comfortable to cycle or walk. Note that this section forms part of the Great Harbour Way / Te Aranui o Pōneke, and it should be a priority to make this attractive to cycle and walk.

### **Petone Esplanade**

Many cycle commuters use the Esplanade, since it is a key part of the cycle network. However, it is accessed at the western end by the roundabout at Hutt Road, which is poorly designed for cyclists, and needs significant investment. At the eastern end of the Esplanade, a safe and comfortable route across the Hutt river bridge is required. There are also ongoing problems with vehicles parking on the

shoulder of the Esplanade, forcing cyclists into the traffic lanes. Addressing this issue is a matter of enforcement rather than investment.

**Petone to Ngauranga**

Hutt City should continue to work with NZTA, Wellington City Council, and other stakeholders to provide a safe, comfortable cycling and walking route that will connect Petone to Wellington. Our preference is for a route between the foreshore and the railway line.

Nā mātou noa, nā Cycle Aware Wellington  
15 May 2014