

1 May 2009

SUBMISSION FORM

Draft 2009 – 2019 Community Plan

Email to communityplan@npdc.govt.nz

SUBMITTER DETAILS

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PRESENTATION OF SUBMISSION

Do you want to speak to the council in support of your submission **YES**

Day and Time

Friday 5 June	Noon to 5pm	10 minutes
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DETAILS OF SUBMISSION

1. We support the Waiwhakaiho Bridge and Coastal Pathway extension (eastern cycleway route) funding of \$2.193 million in 2009/10. To ensure this is a viable alternative route to State Highway 3 for the recreational and commuting road cyclist, consideration for the sealing of this route should be provided for. Highway 3 is a high-speed road and generally unsafe for road cycling/commuting during normal working hours. Sealing the pathway would extend use to many others, such as mobility scooters and the like.

2. We support and endorse the cycle strategy implementation budget of \$1.35 million.

We agree that setting aside of \$1.35 million CAPEX expenditure between 2010-2019 is a great idea. However, there does not appear to be any funding set aside for progressing the Cycle Strategy in the coming year, 2009-2010 apart from the Coastal Pathway extension to Bell Block. We contend that funding should go towards funding the start of the implementation plan (Cycle Network Infrastructure Upgrade) in other areas of the District in this coming year as set out in the Cycling Strategy with the aim of keeping the plan on schedule. This implementation plan was devised to achieve these objectives:

- Improving cycling safety through network improvements and education
- Increasing the role of cycling as a viable mode of transport.
- Promoting cycling as a healthy and fun recreational activity.

We would like to ask whether sufficient funds been set aside in the plan to ensure that all the implementation plan proceeds as per the timeline set out in the Cycle Strategy? Also if the funding for the Cycle Strategy implementation is delayed till 2010 onwards,

we ask whether there is sufficient funding set aside to bring the implementation back onto the schedule outlined in the approved Cycle Strategy.

3. We support the Walkway development budget of \$1.35 million. The recent work to upgrade the surface the Te Henui walkway has provided an excellent surface which many more users should now enjoy. Further work to enhance this pathway along the section below the Pa site (currently single track with uneven surface coupled with two areas of steps).

4. We would like to see the development of the 'on road rural (cycle) network' be considered as part of the ongoing Cycle Strategy implementation. Consideration be given to provision of recreational /commuting road cyclist access to safe and quiet roads (country lane) into the Lepperton and North Inglewood areas via Henwood Road, Manutahi Road, Upland Road, Hursthouse Road and a method to safely cross State Highway 3A e.g. an over bridge. This would require for example reduced speed limits, vehicle calming assets and signage and promotion of alternative link/bypass routes for heavy traffic, coupled with a strategy (by NPDC) to limit industrial development in these areas.

This is consistent with the NPDC foreshore and eastern cycle way forming a corridor from which arterial routes into New Plymouth urban and rural areas can branch from. While this may be a long term vision for development, a determination by Council to provide shared roadways to permit safe cycle ways on rural roads and introduce policy to restrict industrial development may be necessary early to save these areas from pocket and ribbon development. For example Egmont Road is already used as an alternative route by heavy trucks between Egmont Village and Waiwhakaiho, making it unsafe for cycling during the working day. Other connecting routes should be found and used as link roads, thus restricting use of shared routes.

In addition, provision for 'on road rural cycle routes' into the fantastic East Taranaki country side such as Tarata and beyond, starting off from the proposed New Plymouth to Waitara cycle route should also begin to be identified and planned for.

5. We encourage the NPDC to retain the position of sustainable transport co-ordinator (currently held by Mr N. Benefield) within the roading group. This role enables co-ordination of events such as the BikeWise Month events such as the Mayoral Challenge and the Bike to Work day and breakfast, education in schools, development of pathway maps in the district and provides a link between community groups, such as ourselves (North Taranaki Cycling Advocates) and the cycle strategy implementation team.

6. It is disappointing that the Waitara/ New Plymouth sewer pipeline project has been deferred to 2015/16 for many reasons. We would like to ask whether funds have been provided in these budgets to allow some works in respect to the off road cycle way associated with the pipeline route, to be progressed in a staged manner to ensure readiness by 2015?

7. Bell Block bypass associated roading improvements – We support this budget of \$1.39 million over the next three years 2009/10 through 2011/12. We would submit that provision for on road cyclists' movements on all intersections and the over-bridge is allowed for prior to completion of this project. We have concerns for example, over the safety of cycling through the on/off ramps with vehicles also turning left. Ideas such as marked and painted cycle lanes, signage and appropriate speed restrictions are important.