

Consult or face revolt

Lessons from the Island Bay Cycle Route project



Ron Beernink, Cycle Aware Wellington

A Great Idea, but..



Beware the Blockers and Bloggers

Island Bay Public Meeting, no back down on Cycling "Consultation", Celia in attendance, and Cycle Lobby Intimidation?

BY STRATHMORE PARK ON JUNE 10, 2014 - (6 COMMENTS)



"We want an in-depth, democratic, genuine consultation.."

The residents of Island Bay met last night with one of the biggest turnouts in decades" according to including the sea wall, the fate of Erskine College that petition to ask them to step back and plan

Tensions were running high before the meeting with the local Constable warned them and allegations that Cycle Aware Wellington members had been tearing down posters advertising the meeting prior and apparently "nutting off" at the local shop keepers, who have put up a bit of a protest around loss of car parks. I'm sure they will deny that. Some members of the local Petition Group have been seen on bicycles including cyclists riding on footpaths and being

Letter: Cycle lane changes pointless

Letter: Ditch the Island Bay cycle plan
Annoyed Island Bay Resident

'Bedroom to boardroom'

Island Bay cycle lanes run into opposition

By JESSICA RAPANA

The planned Island Bay-to-city cycle lanes have been condemned as the mayor's "bedroom-to-boardroom" route into town.

Wellington City Council's transport and urban development committee voted recently to proceed with cycle-lane improvements on the first of four sections along the proposed route.

The new lanes will be placed between the footpath and parking areas along The Parade in Island Bay.

The changes are intended to make the lanes safer, more consistent and better integrated with the roads.

But several councillors are against the proposal, including Southern ward's Paul Eagle.

"The objection in the name is that people are saying this is the mayor's bedroom-to-boardroom cycle route," he said.

Mayor Celia Wade-Pearce, a well-known cyclist, comments by the said the council was committed to better cycling facilities along the Aro Tera shared path-way, which was opened last week.

"It's disappointing that our local councillor has chosen to ignore the broad community support during recent consultation, and potentially undermine a project of significant benefit to Island Bay," she said.

A protest petition gained 447 signatures in two days, and now has more than 600.

The petition calls on the council to stop work on The Parade cycle lanes until a plan for the entire route has been completed and the public consulted.

Island Bay resident Jane



Put on the brakes: Some opponents of the planned cycle lanes in Island Bay. From left, Cr Paul Eagle, Christine Foster, Pam De Lange, Cr Nicola Young and Jane Byrne. Photo: JESSICA RAPANA

Byrne helped collect the signatures and presented the petition to the committee.

"There has been a lack of consultation by the council," she told them.

The council would be spending \$1.3 million on cycle lanes without a clear idea of where they would go," she said.

Councillor Nicola Young also opposes the proposal.

She suggested that building draft master plan was developed for the entire route.

The council committee rejected

that. Councillors Andy Foster and David Lee supported the cycle lanes.

"I don't believe the suggestion of having a master plan is all that useful," said Lee, who represents the Southern ward.

"If we were going to apply that to other projects, nothing would get done."

Foster rejected the suggestion the proposal was for the mayor's benefit.

"I'm sure she is not unhappy about it being in her work of the he equally enthusiastic about

one being done in The Hill, or anywhere else."

Council officers will be consulting with residents over the next three months about cycle lanes and related consultation, he said.

The council is running two sessions so people can make suggestions and

ing the South Street Church, 284 The Parade, on Wednesday, June 18, 10pm to 12pm and Sunday, June 22, 10am to 12pm.

"Buying them a car would be cheaper. If they want the workout their gym fees would be minute against the cost of the cycleway."

"Island Bay is already safe for cycling, as there hasn't been an accident for years"



Try again...



Have your say on Island Bay cycle lanes

Using a Citizen's Advisory Panel

WEDNESDAY, JULY 30, 2014 | THE DOMINION POST

NEWS

Group urges three cycle routes to city

KATIE CHAPMAN
WELLINGTON

MULTIPLE cycle paths could be h Newtoun if a sory group gets its

y panel appointed by ty Council, has rec- o routes from Dover saying both should that a third route ed down the track, is the latest stage in al plan to build a a Island Bay to the but which has ism because of how spaces might be lost d its effect on Morn- tub. the council nearly ing budget, taking it , with the Island Bay ted as the first pri-

age through Island y been decided, but ge through to John more difficult, with ed on its possible ef- esses. utes considered by ere Adelaide Rd - a through Wakefield St, McAlister Park St - and an eastern the golf course and Park, on to Rintoul streets. tes for those options \$7.6m to \$10.7m, but ' depending on the nd impact on park-

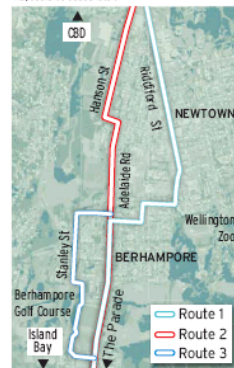
number citizens' panel d to narrow down 45

WHO WAS ON THE PANEL

- Sixteen members chaired by independent facilitator Anne Patillo
- Two southern suburbs residents, two from local businesses, representing cyclists and one representing town belt users.
- The remainder were recruited from the council's representative research panel and were selected to represent a cross-section of Wellington by age, ward, gender, income and attitudes to cycling, ranging from people in their 20s to over 60s.

CYCLE LANE OPTIONS

Route one goes from Adelaide Rd to Riddiford St via Lurford St, Rintoul St, Waripoi St and Russell Tce. Route two goes from Adelaide Rd to Stoke St and Hanson St. A third route, behind Wakefield Park on to Stanley St and Palm Grove and back onto Adelaide Rd, could be added later.



Chairwoman Anne Patillo said

hance the network if it down the track, she s "If you build all of time, then actually it fact that, from a com of view, during the e needed to be reasonabl cause if you take peopl of where they needed i if it was safer and fl wouldn't take that rou The panel also reco variety of path types. C there should be a singl that cyclists travelli directions would use, there would need to be path on each side of avoid collisions, she s Council safe and t transport manager P said it was too early much the recommenda cost but the panel's required the removal c ing, which would save Further detailed d and more consultation occur, with any buildi to begin for another Barker said. Cycling Advocate: spokesman Patrick M

LETTERS

Cycle panel 'undemocratic'

As a citizens' advisory panelist for the business seat in Newtoun, I was left wondering what my role was, and if ratepayers got value for money with an undemocratic, unbalanced process. I was not allowed to give the panel any feedback from retailers, such as the petition by JIMI from Newtoun Shoes or the views of others in Newtoun who had approached me with their perspective. Meanwhile there were many presentations from the cycle lobby groups that added weight to the panel's deliberations and the final recommendation. I thought the Wellington City Council had the mantra "open for business"?

LAURA NEWCOMBE
Four Seasons Florist
Newtoun

Cycle lanes a good idea

Cycling advocates have welcomed the citizens' advisory panel report on the second stage of the Island Bay to Wellington's first cycle lane. Wellington's first protected cycling lanes will be an historic step forward for Wellington. These are best-practice, and have

compelling safety benefits. It's great to see the panel engaged with what all people need out of the route. They balanced connectivity, safety, convenience, and impact on the wider community. Everyone wins when more people cycle more often. There's less congestion, less pressure on parking, safer cycling and it's great for business. The detailed design will need good traffic engineering for safety and convenience at intersections and path changes. We thank the panel for their hard work and look forward to working with the council to build great cycle lanes.

JAMES BURGESS
Cycle Aware Wellington chairman

Safer cycling needed

There's strong support for safer cycling in Wellington. That's why all city councillors voted to increase the cycling budget, why our bike-loving mayor was re-elected and why a survey of AA members showed 85 per cent support for safe cycle lanes. And it's why many businesses, such as Trade Me and ANZ Bank, provide secure bike parks and changing facilities. Cycle lanes make life easier for

10 THE WELLINGTONIAN, AUGUST 7, 2014

The Wellingtonian

Cycle routes a contentious issue

It seems that as soon as the Wellington City Council announces plans for a new cycle route, residents of the local area rise up in a row. The council is currently working out the options for the Island Bay-to-city cycledway. The routes for stage two, Berhampore to Newtoun, were decided by a citizens' advisory panel. It said two different paths from Berhampore to John St, Newtoun, should be constructed - one from Adelaide Rd to Russell Tce and down Riddiford St and the other down Adelaide Rd and Hanson St. The first option has caused outrage in the Newtoun business district. Even before the panel presented its report, 65 business owners signed a petition saying that if the cycledway went down Riddiford St, it would destroy

a disaster. Questions arise about whether the citizens' advisory panel listened to the community most affected. Only two seats were reserved for Island Bay, Newtoun and Berhampore locals. Another two seats were for Newtoun and Berhampore business owners, with one seat each also reserved for a Town Belt user, and a cyclist. The other 12 represented a cross-section of the city, but what would they know about the trials of being a cyclist, shopper, driver or business owner in Berhampore and Newtoun? By the time the panel's report was published, the 18 members had shrunk to 16. Why? Did they have a lack of faith in the process or simply feel it wasn't relevant to them?

Lessons learned

- Research from around the world echoes the need to consult
- What can be done to prepare a successful consultation process
- Other useful methods
- Backing from Government down may make the job easier for local councils
- In the end it comes down to the cycle lanes proving themselves.