

1 March 2013

Dear

I love riding my bike and enjoying the wonderful weather we are experiencing this summer.

I am writing this in the hope of opening a conversation about provision for cyclists on the route North between Thorndon Quay and the Northern border of the city at Linden. I am a regular commuter on part of this route and see a number of opportunities that have been missed in recent road changes.

This morning on my way to work on this ride (Jville to Tawa via Moorefield Rd, Middleton Rd, Main Rd and Duncan St, between 7.45 and 8) I passed 19 southbound cyclists in a little over 15 mins. There are a number of northbound riders as well, but I see fewer as I am travelling with them. On my return at around 4.45 I passed a similar number heading north. To me this implies a total number on this route of over 50 and up to 100 riders in a typical commuter time- eg 6.30 to 9am.

My point is that there are a significant number of cyclists using this route, yet there is no real provision to encourage drivers to share the road safely.

Concerns that occur to me while I ride to work are- increasing vehicle traffic in Middleton Rd between Glenside and Takapu Rd. The new roundabout at the northern end has encouraged more drivers to use this route. The surface of that road, as well as manhole covers and rough patches, often has gravel and larger detritus on it- all significant hazards to cyclists. This road is rarely swept, particularly its left edge.

I would like WCC to show some effective concern for these cyclists, these are my suggestions;

- Effective signage along the *whole* route. Cyclists do not just appear and have to share the road between Takapu Rd and Westchester Dr. Though the yellow signs are weak, they do at least create some sense that cyclists belong there. Signage needs to be frequently visible along the whole route, including Main Rd, Tawa, Willowbank Rd, Middleton Rd to the roundabouts at Helston Rd and Moorefield Rd. Signs should continue along Johnsonville Rd to the top of Ngauranga Gorge, and

down the southbound lane to the Hutt Rd, thence to Thorndon Quay. Cyclists have a right to use these routes, yet there is no visible acknowledgement of this.

- There should be cycle space road markings to make room for cyclists at the roundabouts at Helston Rd and at the north end of Jville Rd, at the new roundabouts at Westchester Dr and Takapu Rd. There is adequate space at these sites, yet there has been no attempt to provide for cyclists.
- The concrete ledge on the uphill side of Ngauranga Gorge is used by many, many cyclists travelling North. It has poor access for cyclists across the kerbing at the lower, Hutt Rd end. Exiting onto the Johnsonville offramp at the top is awful- kerb ramps at each site would help safety greatly. The surface between these ends is rough in parts, has a nasty manhole cover and is often in need of sweeping.

These actions mostly need new road markings or fairly minimal streetworks. A redesign of the street sweeping schedule, too. For a few thousand dollars many cyclists could have improved safety and be encouraged to ride more, which I believe is the goal of Council. (Cycling Policy Strategic intents 1,2,3,4 and 5).

I would appreciate any cycling traffic survey data the Council may have for this route.

I understand that WCC has budgeted \$3.8 million for a cycle way along Duncan St. I ride past this twice daily, yet see no cyclists on it. What research was done before this money was spent to determine demand? What study has there been since to measure its use?

I make the offer that you should accompany me on my commute to experience this piece of cycling infrastructure. Direct experience will lead to understanding of the issues. Too much of our city road network is designed solely from a planners desk. It should not take deaths or injuries before change occurs.

I look forward to riding with you soon.

Matt