

Attachment 2: Responses to submission themes on Paneke Pōneke - Draft Bike Network Plan

The following table shows 378 themed comments were developed from the submissions. These were grouped into six areas. Consideration of the feedback has resulted in officers' recommending 23 changes to the draft plan. 38 actions are being added to the minor works programme.

Area	Themed comments	Recommended changes	Additions to Minor Works
A north	39	5	3
B northwest	51	5	3
C west	61	5	3
D central	85	4	12
E south	70	2	5
F east	72	2	12
Total	378	23	38

The following six tables record themed comments for each area and the officers' responses. Responses which recommend changes are highlighted. There are maps after each table showing the locations of the recommended changes to the strategic bike network for subject the area.

Area A north, 39 themed comments

Location	Comment theme	Officer response
Middleton Road		
	Clear debris and keep clean	The Council operates a scheduled sweeping programme. Middleton Road is swept four weekly and more often in spring and autumn. The route is also regularly inspected, usually three times a week, and reactive cleaning is undertaken when necessary.
	Separate cycleway from cars	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Concern about width of road/cycleways	This is a consideration for the next stage which is developing concept designs.
	Increase in traffic using this route as an alternative to the motorway	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.

Location	Comment theme	Officer response
	Reduce speed of traffic	While this is a consideration for the next stage which is developing concept designs, reducing speeds for most of the route is unlikely to be a good solution. Speed limits will be reviewed as part of the Council's speed management programme which will start in 2023.
	Needs better lighting (particularly towards Tawa end)	This is a consideration for the next stage which is developing concept designs.
	Blind corner needs addressing (when entering 50 km/h zone at Tawa end)	This is a consideration for the next stage which is developing concept designs.
Johnsonville		
	Concern about impacts on business/parking on Johnsonville Rd (use quieter routes e.g. Broderick Rd)	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy. It is not a reason to exclude a street from the strategic bike network.
	Consider the future role of Moorefield Rd versus Johnsonville Rd (which road will be prioritised for cyclists?)	Recommend changing Johnsonville to Ngaio and Johnsonville triangle from secondary to primary because it fulfils the function of a backbone network connecting commuters to the CBD.
	Current roundabouts and SH1 intersection are dangerous for cyclists	Intersection design is a consideration for the next stage which is developing concept designs. The Council currently has a separate project to improve the Johnsonville/Moorefield/SH1 intersection. Initial community engagement on problem definition closed on 9 November 2021.
	Improve connections to West Johnsonville	Broderick Road west of Moorefield Road has been designated a secondary route. No other routes are recommended for inclusion in the strategic bike network as there are no other key destinations.
	Between Johnsonville and Tawa is extremely dangerous - even for pedestrians	This is a consideration for the next stage which is developing concept designs. It is within the scope of the Middleton Road section.
	Moorefield shared path is currently not working, consider paths on both sides of the road	This is a consideration for the next stage which is developing concept designs. It is also within the scope of a separate project to improve the Moorefield/Haumia roundabout.
Tawa		

Location	Comment theme	Officer response
	A lot of reluctant commuters in the area, advertise/ encourage cycle use	Supporting activities to encourage mode shift are part of the Council's approach to encourage more use of walking, cycling and public transport.
	Grasslees to Linden shops section of Tawa cycleway is disconnected & inefficient (Davies St & Beauchamp St)	Recommend changing primary route to follow Duncan Street from Tawa College to McLellan Street. The existing path near Grasslees Park changes from primary to secondary. Improvements to connectivity will be investigated through the minor works programme.
	Include Rawson St and give active modes priority	Rawson Street is a local street that is not recommended to be part of the strategic bike network.
	Include crossings because of busy roads (e.g. Linden Ave, McLellan St, Main Road)	Improvements to connectivity will be investigated through the minor works programme.
	Include access to east/west (e.g. Takapu)	We will add investigations to the minor works programme for east-west connections from Hampton School to Tawa College, Linden Avenue to Fyvie Avenue, Takapu Road to Redwood Avenue and Tawa Street to the Drive.
	A lot of recreational cyclists in the area, will need to cater to all cyclists	This is a consideration for the next stage which is developing concept designs. It is appropriate to design for the users we want to attract to use the network.
	Connect with Main Rd via Oxford St	Recommend adding Oxford Street and Cambridge Street to the secondary network, connecting Tawa pool to Tawa centre.
Ngauranga		
	Separate cycleway from cars/pedestrians	This is a consideration for the next stage which is developing concept designs. However, space is limited in the corridor, and it is likely that shared paths will continue to be the preferred solution as pedestrian numbers are very low.
	Maintain path (clear debris)	This is a Waka Kotahi responsibility.
	Ensure bike lane/sidewalk is wider (currently narrow)	This is a consideration for the next stage which is developing concept designs.
	Onslow Rd should be used by cyclists instead of Ngauranga Gorge	Ngauranga Gorge connects more directly so is recommended as a primary connection. Onslow Road is identified as a secondary connection, but

Location	Comment theme	Officer response
		the steep, narrow eastern end is recommended to be removed from the strategic bike network.
	Consider only downhill traffic to ride on southbound side	This is a consideration for the next stage which is developing concept designs.
	Improve crossing from east side of Centennial Highway	This is a consideration for the next stage which is developing concept designs. It is expected to be covered in the scope of the LGWM City Streets improvements.
	Improve access to Wakely Rd	This is a consideration for the next stage which is developing concept designs. It is expected to be covered in the scope of the LGWM City Streets improvements.
	Make Wakely Rd shared path two-way for cyclists	Wakely Road is already a two-way path.
Newlands		
	Concerned about the width of road/cycleway	This is a consideration for the next stage which is developing concept designs.
	Dangerous/fast driving	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Prioritise this cycleway as it provides essential connections to amenities	The Council is developing an implementation programme which is prioritised based on forecast uptake. Newlands is likely to be medium-term priority featuring in the second half of the programme.
	Make sure Newlands College is connected	Newlands College has access from Bracken Road which is designated as a secondary corridor.
Churton Park		
	Include this area in the proposal (via Westchester Drive)	Recommend adding Westchester Drive west of Middleton Road to the secondary network.
	Expand network in this area (e.g. Melksham Drive, Stebbings stream)	No other routes are recommended for inclusion in the strategic bike network as there are no other key destinations.
SH1		

Location	Comment theme	Officer response
	Include SH1	The primary network generally avoids the SH1 corridor except for Ngauranga Gorge. Much of SH1 is designated motorway and cyclists are excluded from using the motorway.
	Include crossings over SH1	Recommend adding a secondary connection from Takapu Station to Jamacia Drive to the Grenada North development area. No new crossings are currently proposed but some of the existing crossings will be upgraded as part of the upgrade programme.
Other locations		
	Connect to Skyline track	Connections to the Skyline track will be via local roads.
	Connect to Woodridge	No other routes are recommended for inclusion in the strategic bike network as there are no other key destinations.
	Connection to train stations	The Council has a separate project to improve walking and cycling access to train stations.

Figure 1 Maps of recommended changes in Tawa, Churton Park, Johnsonville, Khandallah



Area B northwest, 51 themed comments

Location	Comment theme	Officer response
Burma/Box Hill Road		
	Consider this a primary route due to large amount of cyclist usage (high amount of school students)	Recommend changing the designation of the Johnsonville to Ngaio route from secondary to primary.
	High amount of vehicle usage	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Dangerous due to fast vehicles speeds & wind	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs. Wind is everywhere and is not something that can be significantly changed with infrastructure.
	Introduce more crossings (e.g. Junction of Burma Road and Station Road)	Intersection design is a consideration for the next stage which is developing concept designs. The Council currently has a separate project to improve the Burma/Station/Box Hill intersection.
	Parking is difficult so give plenty of notice of removal	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
Ngaio/Ngaio village		
	Choke point with large amount of parking	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
	Motorists do not obey safer speed zones	Compliance with speed limits is a matter for Police enforcement. The design of the area is within the scope of the corridor transformation which is a consideration for the next stage.
	Reduce speeds, particularly around schools	This is a consideration for the next stage which is developing concept designs. Speed limits will be reviewed as part of the Council's speed management programme which will start in 2023.

Location	Comment theme	Officer response
	Currently narrow & unsafe	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Currently manhole covers are obtrusive (and on way to Khandallah)	Review safety of service covers as part of the minor works programme.
	Expand network north of Ngaio	All other streets are local, tertiary connections and not recommended for inclusion in the strategic bike network.
Onslow Road		
	This route is currently too dangerous/narrow for cyclists	Acknowledge that the width of Onslow Road below Cashmere School is very difficult to improve and is unlikely to be achievable in the foreseeable future. Recommend removing the secondary designation on Onslow Road below Cashmere School.
	Consider other routes instead (e.g. bridle track)	Recommend adding bridle track to Cashmere Ave via Nicholson Road, Jubilee Road, Iazard Road and Ranui Crescent to the secondary network.
Bridle track		
	Connect the network via the bridle track	Recommend adding bridle track to Cashmere Ave via Nicholson Road, Jubilee Road, Iazard Road and Ranui Crescent to the secondary network.
	Currently has high usage	As above.
	Would be a great connection to the city for e-bike users	As above.
Ngaio Gorge Road		
	Make sure cycleway is separated/protected	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Consider bus/bike only for early commuting hours	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.

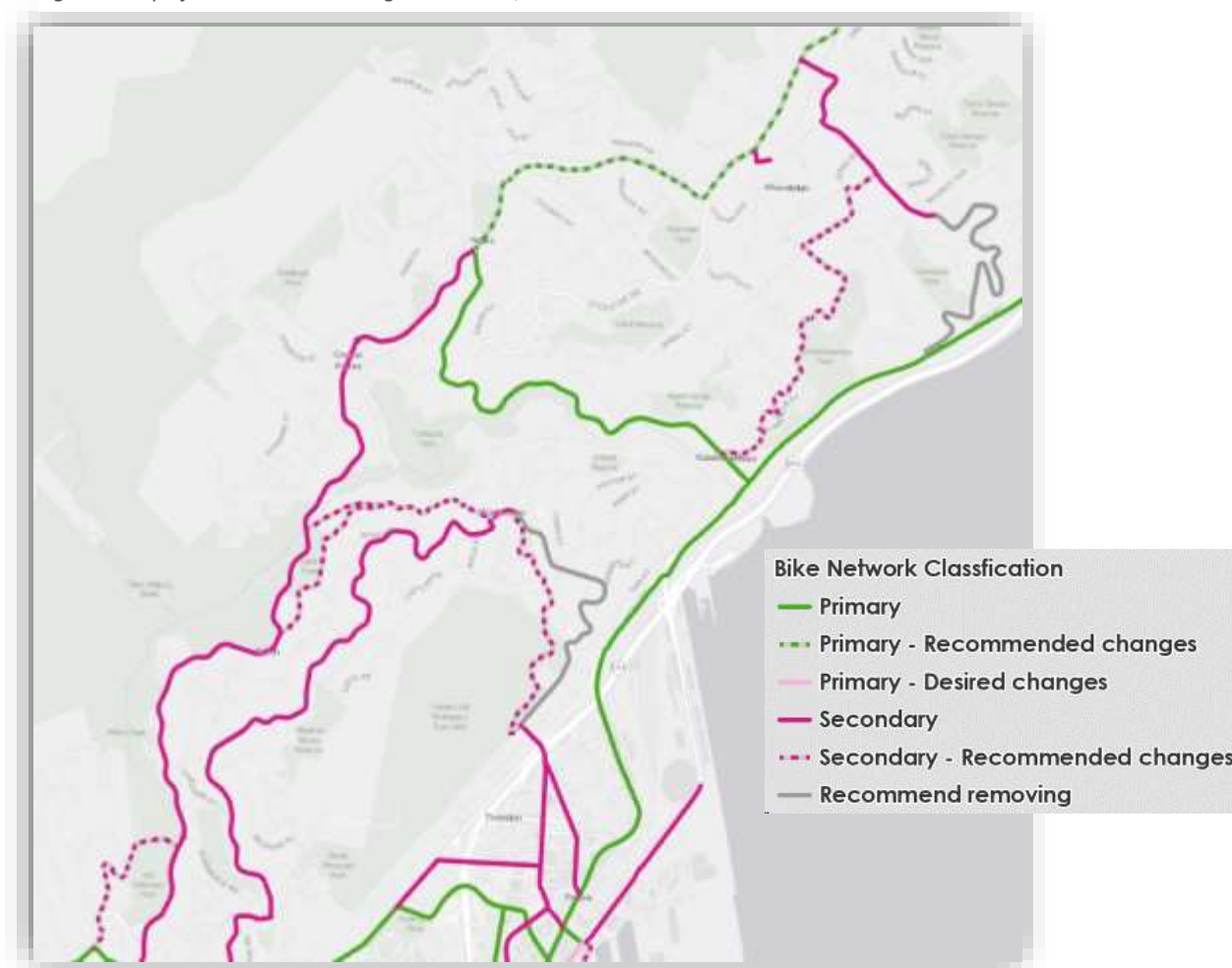
Location	Comment theme	Officer response
	Increase safety	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Kenya St has obstructive parking	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
Pembroke Road		
	Important to reduce parking	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
Lennel/Grant Road		
	This route is currently too dangerous/narrow for cyclists	Recommend changing secondary route from Lennel-Barnard-Grant to Wadestown Road.
	Cyclists use Wadestown Rd instead	As above.
	Make sure the cycle lane is separate/protected (from buses also)	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
Hutt Road		
	Poor visibility of driveways	For the southern end of Hutt Road, the bike and pedestrian facilities have been upgraded to the greatest extent possible. LGWM is developing a scheme to upgrade the northern end of the route to connect to Te Ara Tupua. Intersection and driveway design is a consideration for the next stage which is developing concept designs.
	Intersection with Onslow Rd is currently very dangerous	This is a consideration for the next stage which is developing concept designs. It is part of the scope of LGWM's Thorndon Quay-Hutt Road project. Recommending removing the lower part of Onslow Road from the strategic bike network.
	Connect seamlessly with Te Ara Tupua	This is part of the scope of LGWM's Thorndon Quay-Hutt Road project.

Location	Comment theme	Officer response
	Grade separate all micro-mode paths	Full vertical grade separation is not practical due to extremely high costs, and visual and amenity impact. Providing raised bike paths is a consideration for the next stage which is developing concept designs.
	Implement this route quickly	This is a current priority for the LGWM programme.
	Ensure seaside route to connect with ferry	This is part of the scope of LGWM's Thorndon Quay-Hutt Road project. A seaside route is not considered feasible due to difficulties getting through the constrained space near the Kaiwharawhara ferry terminal.
Khandallah		
	Connect Khandallah shops with Cashmere	Local street connections are not recommended to be part of the strategic bike network.
	Ottawa Road and Khandallah roads very narrow with no room for extending	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Roundabouts are currently unsafe for cyclists	Intersection design is a consideration for the next stage which is developing concept designs.
	Include Khandallah Park	Local street connections are not recommended to be part of the strategic bike network.
Wadestown Road		
	Reduce speeds in this area as currently dangerous for all users	This is a consideration for the next stage which is developing concept designs. Speed limits will be reviewed as part of the Council's speed management programme which will start in 2023.
	Use all this road rather than Lennel/Grant Road & Grosvenor Terrace / Barnard Street	Recommend changing secondary route from Lennel-Barnard-Grant to Wadestown Road.
	Make this a primary route	As above.
	Include Blackbridge Rd	Recommend adding secondary routes from Wadestown Road to Churchill Drive following Blackbridge Road and Wilton Road.
Thorndon/ Tinakori Road		

Location	Comment theme	Officer response
	Do whole length of Tinakori Rd (and remove parking)	Most of Tinakori Road is recommended to remain a tertiary connection and not designated as part of the strategic bike network as it provides a local access function. Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
	Tinakori Rd needs improvements and is a vital connection	This is a consideration for the next stage which is developing concept designs.
	Include Thorndon Quay to the Molesworth Street area (Molesworth, Murphy, Mulgrave St's are very difficult)	This is part of the scope of LGWM's Thorndon Quay-Hutt Road project.
	Cycleway crosses the road when joining Thorndon Quay (currently dangerous)	This is part of the scope of LGWM's Thorndon Quay-Hutt Road project.
Other locations		
	Connect directly to Interislander Terminal	This is part of the scope of LGWM's Thorndon Quay-Hutt Road project. There is an existing connection that will be upgraded in the minor works programme.
	Connect to Petone & Lower Hutt	This is part of the scope of LGWM's Thorndon Quay-Hutt Road project to connect to Waka Kotahi's Te Ara Tupua project.
	Include Albemarle Rd	Local street connections are not recommended to be part of the strategic bike network.
	Additional branch across Ian Galloway Park	Recommend adding a secondary route: Old Karori Road, Rosehaugh Avenue, Seaforth Terrace, path in Ian Galloway Park, Wallworth Road. Minor upgrades to be progressed via the minor works programme.
	Include Cockayne Rd	Local connections are not recommended to be part of the strategic bike network.
	Include network around Onslow College/Raroa Intermediate on roads like Elliott St and Haumia St	Local connections are not recommended to be part of the strategic bike network. A connection to Raroa Intermediate is within the scope of a separate project to improve the Moorefield/Haumia roundabout.

Location	Comment theme	Officer response
	Utilise Treliassick Park	Ngaio Gorge Road is the recommended primary connection. Previous investigations have shown it is not practical to develop a good cycle route through this park. Such a connection would not be direct or convenient for most likely users.
	Extend into Otari Bush (passing this area is currently very narrow)	Such a connection would not be direct or convenient for most likely users.
	Use Hawkstone St instead of Hill St (avoiding steep routes)	Hill Street is preferred because it is a lower volume, quieter street.

Figure 2 Map of recommended changes in Onslow, Wadestown and Wilton



Area C west, 61 themed comments

Location	Comment theme	Officer response
Glenmore Street		
	Not much space available for cycle lane	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Consider connecting people to Glenmore via Botanic Garden	The setting in the Botanic Garden Management Plan is clear that providing cycling facilities in this part of the garden is not appropriate.
	The safety concerns for cyclists in this area will be hard to resolve	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Make sure pinch points on uphill side (near Botanic Garden) are solved with protected cycle lane	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
Chaytor Street		
	Intersection with Raroa Cres is currently very dangerous	Intersection design is a consideration for the next stage which is developing concept designs. The Council currently is aware of concerns regarding the Raroa Crescent intersection and is monitoring the situation.
	Consider a route running around Appleton Park	Potentially within the scope of LGWM City Streets programme.
	Blindspot at the bottom of Chaytor St due to parked buses	Bus stop design is a consideration for the next stage which is developing concept designs.
	Turning into Curtis Rd is difficult for all users	Intersection design is a consideration for the next stage which is developing concept designs.
	Make sure the cycleway is separated/protected	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	People often use The Rigi as an alternative (downhill)	Local street connections are not recommended to be part of the strategic bike network.

Location	Comment theme	Officer response
	Build a pedestrian/cycle tunnel to connect to The Rigi	Not recommended for inclusion in the strategic network at this time due to cost and practicality considerations.
Upland Road/ Kelburn		
	Prioritise this side of the tunnel for permanent improvements	Transition improvements are expected in the next three-years. Transformational changes are likely to be in the second half of the programme.
	Currently in need of safety improvements	Most of the proposed strategic bike network requires upgrades to improve safety for people on bikes.
	Consider removing intersections all together to make safer for cyclists	Intersection design is a consideration for the next stage which is developing concept designs.
	Make sure this is integrated with Victoria University	Parts of the Victoria University Kelburn campus are directly adjacent to the proposed strategic bike network.
	Various choke points with parking & narrow roads	These are design considerations for the next stage which is developing concept designs.
	Plunket St is used as an alternative by cyclists	Local street connections are not recommended to be part of the strategic bike network.
	Various extremely windy locations (149 Upland Rd & 50 Kelburn Parade)	Wind is everywhere and is not something that can significantly be changed with infrastructure.
	Include more bike locking locations	The Council provides on-street parking for bikes via its minor works programme. Each specific request is individually addressed on its merits.
Karori Tunnel		
	Currently in need of safety improvements	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs. However, space constraints at the tunnel are unlikely to be fully addressed within the current budget envelope. This is also within the scope of the LGWM City streets project.
	Very high risk with high vehicle speeds and dangerous motorist behaviour	As above.

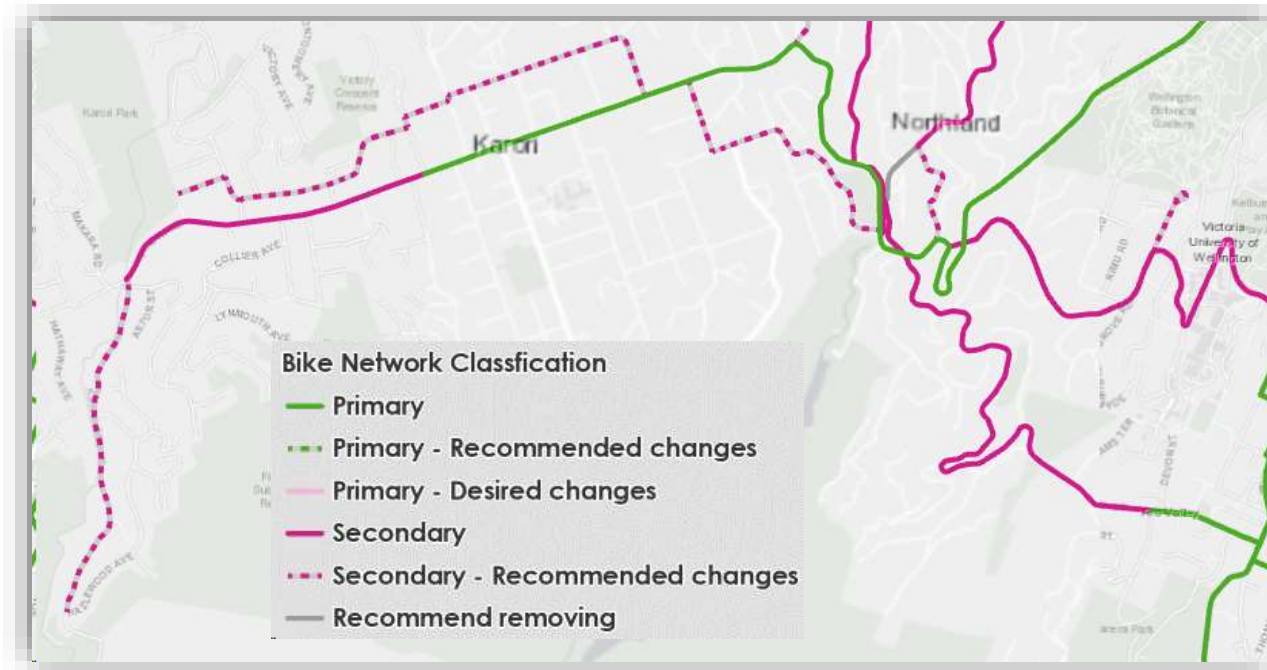
Location	Comment theme	Officer response
	Find an alternative, if possible (e.g. Northland Rd)	Recommend Northland Tunnel Road be removed from the strategic network and Northland Road from Glenmore Street to Northland shops be added as a secondary connection.
Raroa Road/Cres & Aro Street		
	Make sure it is easy to access Brooklyn cycleway from Aro St	This is a consideration for the next stage which is developing concept designs. Ensure this connection is in the scope of the current Brooklyn Hill transformation project.
	Currently very dangerous due to close proximity to vehicles & buses (introduce traffic calming measures)	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Consider adding Polhill track as a connection - this is often used by commuters	Tracks in this area are not considered appropriate for upgrading to high-quality bike friendly facilities and therefore should not be included in the strategic bike network. The area is now named Waimapihi Reserve, it is a proposed Significant Natural Area in the draft District Plan and is part of the Town Belt.
	Sort out Raroa junction	Intersection design is a consideration for the next stage which is developing concept designs. The Council currently is aware of concerns regarding the Raroa Crescent intersection and is monitoring the situation.
	Prioritise this route (due to safety concerns)	Transition improvements are expected in the next three-years. Transformational changes are likely to be implemented shortly thereafter.
	Remove parking (this will also increase traffic flow)	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
	Avoid the tightness of Aro St with a bike cable car / elevator	A potential consideration for the next stage, which is developing concept designs, however such a solution is unlikely to be practical.
	Extend primary route (high usage)	The definition of primary and secondary connections follows national guidance and is not related to usage. As this corridor connects local centres it is appropriately classified as secondary.
Salamanca Road		

Location	Comment theme	Officer response
	Prioritise Salamanca Rd due to high cyclist usage	Transition improvements are expected in the next three-years. Transformational changes are likely to be implemented shortly thereafter.
	Consider finding alternatives to connect CBD to Victoria University (due to high volumes of traffic)	Salamanca Road has the best gradient and width and is the preferred strategic connection. Improving other routes to the Kelburn campus will be investigated through the minor works programme.
	Dangerous route due to narrow widths and frequent bus usage	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Remove parking completely	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
	Include mirrors to help visibility	This is a consideration for the later detailed design stage. However, mirrors are generally not considered to be particularly effective solutions and are interventions of last resort in specific circumstances.
	Make sure cycleway is separated / protected	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
The Terrace		
	Consider finding alternatives to connect CBD to Victoria University (due to high volumes of traffic)	Salamanca Road has the best gradient and width and is the preferred strategic connection. Improving other routes to the Kelburn campus will be investigated through the minor works programme.
	Consider connecting though the university via Mount St (cut behind Mena's Convenience Store)	This is a consideration for the later detailed design stage. However, the Council's preference is to reallocate space on the existing road network rather than develop new routes through adjacent land.
Karori/Karori Road		

Location	Comment theme	Officer response
	Friend St/Homewood St may be a better alternative	Recommend adding Karori Park to Friend Street and Hatton Street as secondary network.
	Connecting to Vera Street	Local street connections are not recommended to be part of the strategic bike network.
	Consider adding routes heading south within Karori (with vehicle speed reduction)	Local street connections are not recommended to be part of the strategic bike network.
	Make vehicle speed limit 30 km/h for whole length of Karori Rd to improve safety	While this is a consideration for the next stage which is developing concept designs, reducing speeds for most of the route is unlikely to be a good solution on its own. Speed limits will be reviewed as part of the Council's speed management programme which will start in 2023.
	Consider adding traffic calming measures	This is a consideration for the later detailed design stage.
	Cars don't obey current sections of 30 km/h in this area	Compliance with speed limits is a matter for Police enforcement. The design of the area is within the scope of the corridor transformation which is a consideration for the next stage.
	Not sure if this road is necessary - other roads in Karori are wider and currently used	Karori Road is the most appropriate route as it is providing direct access to through the centre of the suburb and connections to local centres.
	Make sure this is integrated with Karori Normal School	A local connection to the school will be considered in the minor works or school access programmes.
	Traffic often turns on/off this road, so a cycle way will create many intersections	Intersection design is a consideration for the next stage which is developing concept designs.
	Large amounts of Karori are outside of the catchment area compared to other suburbs	Recommend the addition of four secondary routes: <ul style="list-style-type: none"> • Birdwood-Braithwaite-Lancaster • Old Karori-Rosehaugh-Seaforth-Ian Galloway Park-Wallworth • Friend-Hatton • South Karori.
	Parking makes road very narrow	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.

Location	Comment theme	Officer response
	Include Old Karori Road	Partially included in the proposed Ian Galloway connection.
Other locations		
	Link to Braithwaite St and Ben Burn Park	Partially included in the proposed Birdwood connection, from Lancaster Street to Ben Burn Park would be local, tertiary streets.
	Include Birdwood St (or use this to replace Chaytor)	Recommend adding Birdwood Street, Braithwaite Street and Lancaster Street as secondary network.
	Include Campbell St	Local street connections are not recommended to be part of the strategic bike network.
	Link to the bottom of Makara peak bike park	Recommend extending the secondary network along South Karori Road to the main entrance of Makara Peak Mountain Bike Park as it is a significant attractor for bikes.
	Continue bike path down Tinakori Rd to Old Hutt Rd	The recommended primary network via Bowen Street and Thorndon Quay will provide a high level of service connection for this route.
	Utilise Te Ahumairangi	The terrain is unsuitable for strategic bike network connections.
	Consider filtered permeability between Beauchamp Street and Birdwood Street	Filtered permeability will be considered as we develop concept plans in the next stage.
	Coordinate with Cable Car	Recommend adding Upland Road to the cable car to the secondary network. Investigation of bike parking at the top of the cable car will be added to the minor works programme.
	Garden Road is used by cyclists and has frequent accidents due to width	Local street connections are not recommended to be part of the strategic bike network. Note we recommend adding part of Northland Road to the strategic bike network.
	Include access to Zealandia	Local street connections are not recommended to be part of the strategic bike network.
	Utilise Botanic Garden	The setting in the Botanic Garden Management Plan is clear that providing cycling facilities in this part of the garden is not appropriate.

Figure 3 Map of recommended changes in Karori, Northland and Kelburn



AREA D central, 85 themed comments

Location	Comment theme	Officer response
Featherston Street		
	Make sure cycle lane is separated/protected	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Connect Featherston St to the Lambton Quay cycle route	Recommend adding Panama Street from Lambton Quay to Featherston Street as a secondary connection to link to the propose Golden Mile bike lanes.
	A lot of vehicles stop in the reserved cycle space at traffic lights	Advance stop boxes are better than nothing but are not best practice solutions for busier traffic light intersections. This is a matter for consideration in future detailed design processes.
	Consider making a cycling only street and shifting cars to the Quays	This is a consideration for the next stage which is developing concept designs. However, it is very unlikely that fully reallocating street space on Featherston Street to active modes would be acceptable as vehicle access is required to the surrounding area.
	Turn off at Hunter St instead of Panama St	This is a consideration for the next concept design stage.
The Terrace		
	Currently dangerous due to road width and vehicles pulling out	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	More pedestrian crossings	This is a consideration for the next stage which is developing concept designs. Providing improvements for walking, cycling and public transport are all within the scope of this programme.
	Not ideal for a cycle lane	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Introduce a peak time clearway on either side	Parking management is a consideration for the next stage which is developing concept designs.

Location	Comment theme	Officer response
		On-street parking will be managed in accordance with the Parking Policy.
	Turn hillside steps (from Ghuznee St) to a graded path	This is a consideration for the next stage which is developing concept designs.
Waterfront		
	Currently a slow commuting route due to high pedestrian usage	Recommend changing the designation of the waterfront route from primary to secondary given it is lack of directness and pedestrian priority. The waterfront is managed under the Waterfront Framework. It is a pedestrian priority shared space and people on bikes must give way to people on foot, and travel no faster than 10 km/h. There are pinch points, and all users must show care and consideration for other users of the space.
	Often conflict of modes between cyclists and pedestrians	As above.
	Redesign cycling on this route to allow for commuting speeds and separation of modes	As above.
	Route should be pedestrian priority, and cyclist diverted to alternatives (e.g. Lady Elizabeth Lane, Jervois Quay)	Recommend adding Lady Elizabeth Lane as part of the secondary network and investigating cycling improvements as part of the minor works programme. The area, being part of the waterfront, is pedestrian priority shared space.
	Include more bicycle traffic lights	We will add specific connections to minor works programme when they are identified as a priority.
	Increase access to Willis St & Lower Cuba/Wakefield St from waterfront by adding a kerb cut from Bond St onto Willis St	This is part of the scope for consideration in LGWM's Golden Mile project. However, encouraging bike access to Willis Street from Bond Street is inappropriate while the adjacent section of Willis Street is a Bus Only lane.

Location	Comment theme	Officer response
	Designate a space for bikes along Cable Street in front of Te Papa	We acknowledge that the quays route including parts of Waterloo, Customhouse and Jervois quays and Cable and/or Wakefield streets is the preferred location for a two-way primary network connection. We recommend adding the quays route as the 'desired primary route'. However, current planning for LGWM suggests that space constraints along the waterfront quays route have ruled it out of further consideration as part of the strategic bike network at this time. We note that although accommodating cycling infrastructure is within the current scope of the LGWM MRT project, performance of the corridor for MRT operation is of priority. However, if further investigations show that it is possible to establish a high-quality, bike friendly route along the waterfront quays, then this is a highly desirable connection.
	Currently hard to get on/off from other routes	Minor Works projects in recent years have improved bike access to the waterfront. Further improvements will be investigated.
	Prioritise all routes connecting to the waterfront	As above.
	Improve crossing by Michael Fowler Centre (currently too narrow)	As above.
Jervois Quay		
	Include in proposal	We acknowledge that the quays route including parts of Waterloo, Customhouse and Jervois quays and Cable and/or Wakefield streets is the preferred location for a two-way primary network connection. We recommend adding the quays route as the 'desired primary route'. However, current planning for LGWM suggests that space constraints along the waterfront quays route have ruled it out of further consideration as part of the strategic bike network at this time. We note that although accommodating cycling infrastructure is within the current scope of the LGWM MRT project, performance of the corridor for MRT operation is of priority. However, if further investigations show that it is possible to establish a high-quality, bike friendly route along the

Location	Comment theme	Officer response
		waterfront quays, then this is a highly desirable connection.
	Much faster route than waterfront	As above.
Victoria Street		
	Currently too narrow/dangerous & should be separated/protected	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Connection with Brooklyn Hill bike lane is a pinch point w/ lots of buses	This is a consideration for the next stage which is developing concept designs.
	Should complement Willis St, e.g. one way each way	This is a consideration for the next stage which is developing concept designs.
	Connect with Willis St via Mercer St	Recommend adding a comment to the BNP that ensuring good connectivity and permeability for walking and cycling is a requirement for every street in the central area.
Tory Street		
	Poor visibility when entering onto Tory St	Intersection design is a consideration for the next stage which is developing concept designs.
	Proposed network has poor access from west (may have to loop around)	This is a consideration for the next stage which is developing concept designs.
	High amounts of traffic (vehicle & cyclist) and street is narrow (currently unsafe)	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Poor motorist behaviour at Vivian St intersection and around Moore Wilsons	Intersection design is a consideration for the next stage which is developing concept designs.
	Include bike facilities along this route	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Connect via Jesse Street with contra-flow	Local street connections are not recommended to be part of the strategic bike network.

Location	Comment theme	Officer response
Arthur Street/Karo Drive		
	Currently needs improvements to make safer/more accessible	We acknowledge that the current level of service does not meet current expectations for directness. We will work with Waka Kotahi to investigate minor works improvements.
	Improve SH1/Karo Drive intersection	As above.
	Listed as complete - however diagonal crossing over Cuba St is problematic and slow	As above.
Boulcott Street		
	Make Boulcott St lane more viable (currently too dangerous)	Space constraints in Boulcott Street have ruled it out of further consideration as part of the strategic bike network. It has a function as a local connection, like all the city's streets.
Panama Street		
	Add bike parking facilities	Will be added to the minor work programme for consideration.
Taranaki Street		
	Avoided due to high amount of traffic	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs. Including Taranaki Street in the strategic bike network signals the need to ensure this direct north-south connection provides better for people on bikes in future.
	Make more pedestrian friendly (wider footpaths, more tree planting, fewer traffic lanes, public transport priority)	As above.
	Poor lighting for cyclists	Lighting design is a consideration for the later detailed design stage.
	Carefully consider Wakefield intersection	Intersection design is a consideration for the next stage which is developing concept designs.
	Carefully consider the T intersection of Ghuznee	Intersection design is a consideration for the next stage which is developing concept designs.

Location	Comment theme	Officer response
	Make sure cycle lane is separated/protected	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Remove the three car parks on Taranaki St in front of Briscoes	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
	Install westbound lane connecting Tory to Taranaki St (Haining St or Courtenay Place)	Courtenay Place is identified as a primary connection. Implementation will be as part of the LGWM Golden Mile project.
	Make this a primary route all the way to Newtown	The CBD to Massey University has been designated primary with the remaining part of Wallace and John Street as secondary. This is considered consistent with the national guidance on definitions.
Cambridge and Kent terraces		
	Make sure cycle lane is separated/protected	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Avoided due to high amount of traffic	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs. Including Kent and Cambridge terraces in the strategic bike network signals the need to ensure this direct north-south connection provides better for people on bikes in future.
	Make sure cycle lane is bidirectional	This is a consideration for the next stage which is developing concept designs.
Abel Smith Street		
	Include this road in the proposal	Local street connections are not recommended to be part of the strategic bike network. Minor upgrades will be progressed through the minor works programme when specific deficiencies are identified.
	More realistic route for non e-bike users	As above.

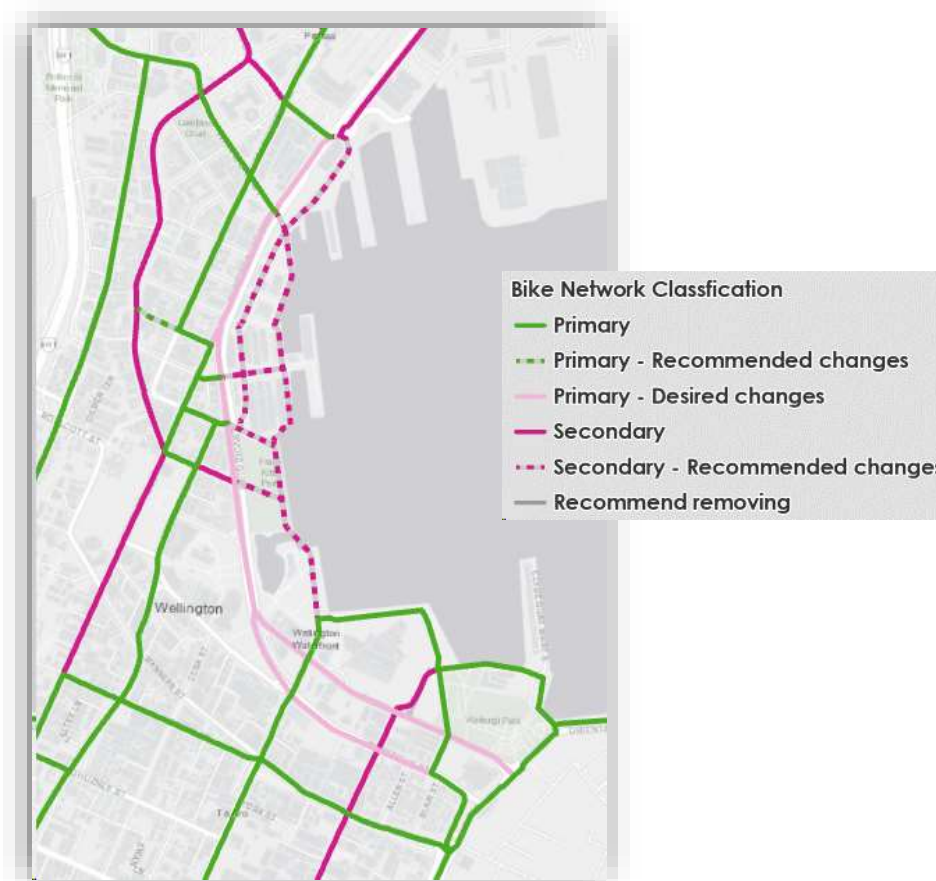
Location	Comment theme	Officer response
	Carefully consider Cuba St intersection	The Council has been investigating improvements to this intersection for several years. While somewhat uncommon, the four-way stop control is operating very safely.
Willis Street/Lambton Quay		
	Make this a primary route	This has been considered in detail as part of the LGWM Golden Mile project. There are insufficient space places to provide for people on bikes, so a contraflow connection will be required on the parallel section of Victoria Street.
	Include Lambton Quay/Willis St (southbound)	As above.
	Consider how to keep bikes separated from buses	As above.
Vivian Street		
	Include this road in the proposal	This is part of the current State Highway network and is not recommended to be part of the strategic bike network.
	Wide footpath along certain parts could provide space for cycleways (e.g. Tory to Taranaki Street)	While this is a consideration for the next stage which is developing concept designs, Vivian Street is not identified as part of the strategic bike network.
	Include bike facilities on this road	This is part of the current State Highway network and is not recommended to be part of the strategic bike network.
	Turning lane from Victoria St to Vivian St is too short (causes danger for cyclists)	The Council is aware of this issue. It is expected to be addressed with improvements to Victoria Street.
The Basin		
	Improve access from Vic Tunnel to the north side of the basin	This is expected to be addressed as part of LGWM's longer term strategic highways improvements.
	Improve legibility of cycleway - especially for newcomers (hard to see/understand)	Improvements to directional signage will be investigated as part of the minor works programme.

Location	Comment theme	Officer response
	Intersections significantly slow down cycle journeys	Intersection design is a consideration for the next stage which is developing concept designs. Intersections are sources of delay for all people and vehicles. At higher volumes, users should expect more delays.
	Use a slip two-way bike lane on one side of the street to go from Adelaide to Riddiford to avoid long waits for John St lights.	Intersection design is a consideration for the next stage which is developing concept designs.
	Often closed which causes inconvenience	Noted. An alternative shared path around the east side of the Basin is available when the route through the reserve is closed.
	Prioritise getting this right - essential for traffic flow/commuting times	This is expected to be addressed as part of LGWM's longer term strategic highways improvements.
Rugby Street		
	Add contra-flow	This is expected to be addressed as part of LGWM's longer term strategic highways improvements.
	Lots of users missing area due to trying to avoid the Basin	As above.
	Make this two-way	As above.
	Complete all the way to Tasman St	Investigate adding a contraflow connection between Adelaide Road and Tasman Street as part of the minor works programme.
Other locations		
	Include Cuba St (make contra flow)	Cuba Street is a local street and is not recommended to be part of the strategic bike network. In early 2022 we will be trialling a block of Cuba Street being closed to vehicles and open for two-way walking and cycling.
	Include city to sea bridge	Local street connections are not recommended to be part of the strategic bike network.
	Include Waitangi Park	There is already good connectivity to and through Waitangi Park.
	Include Ghuznee St	Local street connections are not recommended to be part of the strategic bike network.

Location	Comment theme	Officer response
	Better cater to Mt Cook/Massey	Provided for with a primary and secondary connection on Taranaki and Wallace streets.
	Connect Aotea Quay to KiwiRail/derry terminal	The ferry terminal is connected by the Thorndon Quay-Hutt Road connection, so a link along Aotea Quay is not required.
	Include Kelvin Grove to Opera House Lane	Local street connections are not recommended to be part of the strategic bike network.
	Include Wakefield St	<p>We acknowledge that the quays route including parts of Waterloo, Customhouse and Jervois quays and Cable and/or Wakefield streets is the preferred location for a two-way primary network connection. We recommend adding the quays route as the 'desired primary route'. However, current planning for LGWM suggests that space constraints along the waterfront quays route have ruled it out of further consideration as part of the strategic bike network at this time. We note that although accommodating cycling infrastructure is within the current scope of the LGWM MRT project, performance of the corridor for MRT operation is of priority. However, if further investigations show that it is possible to establish a high-quality, bike friendly route along the waterfront quays, then this is a highly desirable connection.</p> <p>The section west of Taranaki Street is considered a local street connection and is not recommended to be part of the strategic bike network.</p>
	Include contraflow lane on Mercer St	Local street connections are not recommended to be part of the strategic bike network.
	Include Manners Street	This has been considered in detail as part of the LGWM Golden Mile project. There is insufficient space to provide for people on bikes.
	Utilise Cobblestone Park	Local street connections are not recommended to be part of the strategic bike network.
	Include a better crossing on Dixon St (better link Eva St, Opera House Lane, Egmont Street)	Investigate as part of the minor works programme.

Location	Comment theme	Officer response
	Don't allow traffic to turn right from Oriental Parade on to Wakefield St, instead this traffic should turn at Courtenay Place	Intersection design is a consideration for the next stage which is developing concept designs. This is being considered as part of the current City to Newtown transition project.
	Improve ramp over Waterloo Quay on to the stadium concourse at the Bluebridge exit	A ramp (overbridge) is provided at the main port access at Hinemoa Street. An additional overbridge is not justifiable currently.
	Make Bowen and Whitmore Streets separated/protected	This is being considered as part of the current City to Botanic Garden transition project.
	A lot of cyclists use the Memorial Park but conflict with pedestrians	The area is a shared space and people on bikes must give way to people on foot. Pinch points are present, and all users must show care and consideration for other users of the space. The land is the responsibility of the Ministry of Culture and Heritage.

Figure 4 Map of recommended change in the central area



Area E south, 70 themed comments

Location	Comment theme	Officer response
Hospital		
	Consider the significant parking needs of the hospital in the surrounding area	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy. A parking management plan is currently being developed for the Newtown area.
	Worried about impact on emergency vehicles corridor	This is a consideration for the next stage which is developing concept designs.
	Consider route behind the hospital to avoid Adelaide Rd	The route is not an appropriate substitute for the direct and connected strategic corridor of Adelaide Road.
Adelaide Road		
	This route is too busy, use alternatives (e.g. Tasman St, Hanson St)	Adelaide Road is the most direct route and is the preferred connection for the strategic bike network.
	Currently poor surface for biking	Noted. Surfaces will be improved through normal renewals programmes.
	People will continue to use full stretch of Adelaide Rd regardless of alternative	Noted.
	Adelaide Rd is an arterial transport route, so turning right across this is problematic for northbound traffic	Intersection design is a consideration for the next stage which is developing concept designs.
	Adjust lights to avoid delays for cyclists	Intersection design is a consideration for the next stage which is developing concept designs. Intersections are sources of delay for all people and vehicles. At higher volumes, all users should expect more delays.
	Make use of parks/green spaces to move cycle lane off main arterial route	Any development needs to be consistent with the relevant park management plan, often the Town Belt Management Plan. The design of the strategic bike network needs to be direct and well connected to neighbourhoods to maximise uptake and these requirements will rarely be met by routes through parks. Where appropriate, routes

Location	Comment theme	Officer response
		through parks will be considered in the next stage of concept planning.
Wakefield Park		
	Busy during sports events	Noted.
	Remove parking	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
	Utilise this space for alternative route to Adelaide Rd	Any development needs to be consistent with the relevant park management plan, often the Town Belt Management Plan. The design of the strategic bike network needs to be direct and well connected to neighbourhoods to maximise uptake and these requirements will rarely be met by routes through parks. Where appropriate, routes through parks will be considered in the next stage of concept planning.
Berhampore		
	Use more surrounding streets e.g. Rintoul St, Stanley St	The Rintoul-Luxford-Adelaide corridor is the most direct, flattest, least impactful route through this area. It is recommended as the primary corridor. Other streets are local and are not recommended to be included in the strategic bike network.
	Luxford and Rintoul is going to be unappealing to most commuters	As above.
	Remove car parking due to narrow roads	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
	Consideration should be given to using golf course (as proposed previously by WCC)	Any development needs to be consistent with the relevant park management plan, often the Town Belt Management Plan. The design of the strategic bike network needs to be direct and well connected to neighbourhoods to maximise uptake and these requirements will rarely be met by routes through parks. Where appropriate, routes through parks will be considered in the next stage of concept planning.

Location	Comment theme	Officer response
Ōwhiro Bay		
	Separate/protect cycleway	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Dangerous due to frequent use from large vehicles	As above.
Wallace Street		
	Necessary but disruptive to remove parking	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
	Instead of this route use Tasman St	Local street connections are not recommended to be part of the strategic bike network.
Constable Street/Wilson Street/Crawford Road		
	Make sure connection to Kilbirnie is separated/protected	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Constable St should be included as well as removing parking	The alternative Wilson Street route is considered more appropriate due to space constraints on Constable Street. Most of Constable Street is not recommended for inclusion in the strategic bike network.
	Constable St needs extra care	As above.
	Replace Wilson St with Mein St, and remove parking from Mein St	Mein Street has a very steep hill, so Wilson Street is considered more appropriate. Mein Street is not recommended for inclusion in the strategic bike network.
	Visibility on intersections blocked by parked cars	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
	Crawford Rd works for uphill not downhill	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
Brooklyn		

Location	Comment theme	Officer response
	Better connect to Brooklyn & Ridgeway Schools	Local connections to schools will be developed through either the minor works programme, or the school accessibility programme. Recommend adding McKinley Crescent to Mornington Road to Ridgeway School, and Farnham Street and Britomart Street as a secondary connection.
	This route is currently unsafe with poor weather	Poor weather is not something that can be addressed through reengineering street space. People who ride bikes should consider alternatives for travelling during unfavourable weather conditions.
	Preference for Mornington Rd due to traffic flow/safety	Recommend adding McKinley Crescent to Mornington Road to Ridgeway School, and Farnham Street and Britomart Street as a secondary connection.
	Better connect Brooklyn with the East	As above.
	Base of Brooklyn hill is currently very unsafe	Improvements are currently being developed as part of the Brooklyn Hill transformation project.
	Expand the network within Brooklyn	As above.
Ohiro Road		
	Less of a priority due to fewer people traveling through this corridor.	Transition projects are expected in the next three years. Transformational improvements are likely to be in the latter half of the programme.
	Currently unsafe with large vehicle usage & 'half done' approach/poor visibility of cycle lane	Noted.
	Make cycle lanes separated/protected from traffic	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Dangerous intersection (with Brooklyn Rd)	Intersection design is a consideration for the next stage which is developing concept designs.

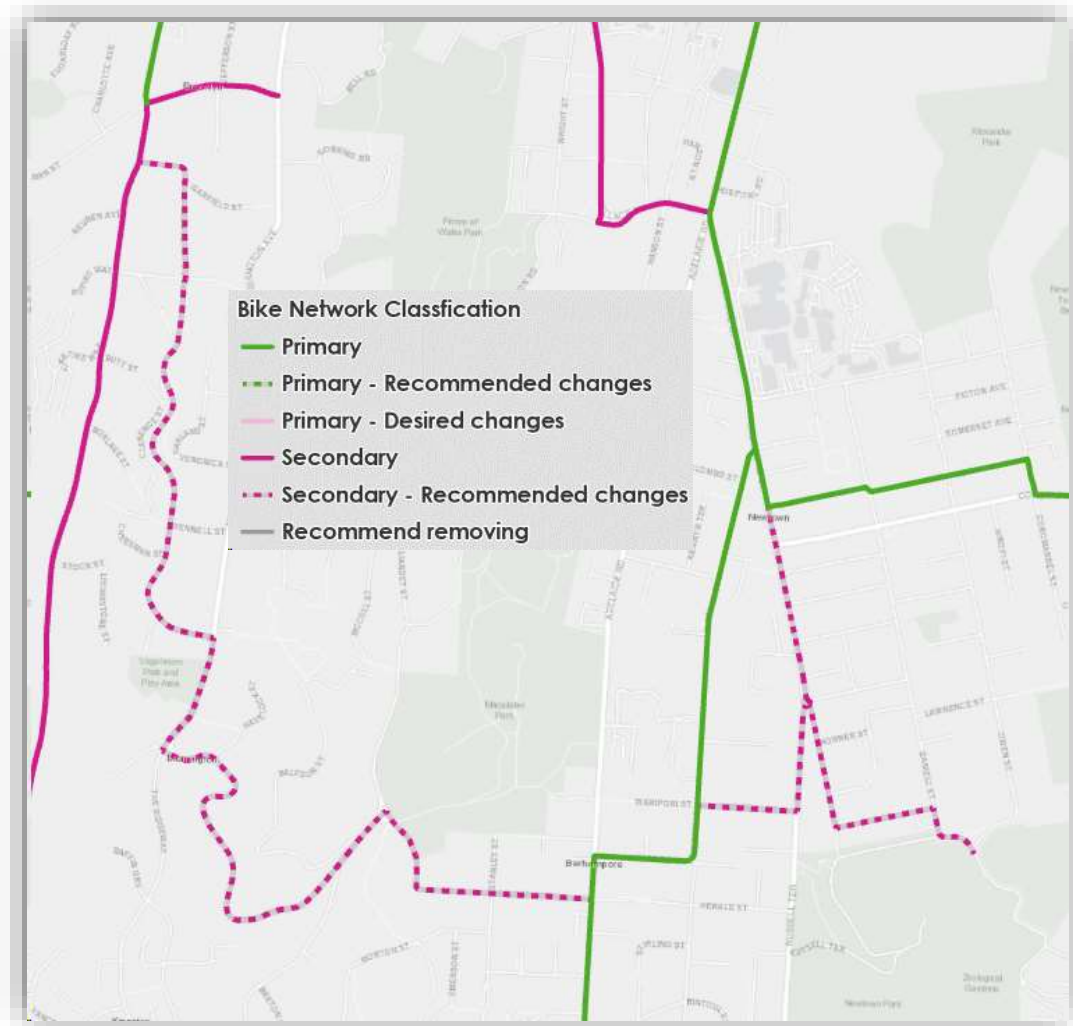
Location	Comment theme	Officer response
	Include good lighting and spaces to rest on Ohiro Road as it's quite steep	Lighting design is a consideration for the later detailed design stage.
Lyllall Bay		
	Connect with Newtown, Melrose & Southgate	Local street connections are not recommended to be part of the strategic bike network.
	Better connect with Evans Bay	Two north-south connections are identified in the strategic bike network. A corridor along Onepu Road-Evans Bay Parade is the most direct.
	Add Troy St	LGWM is working to develop a new safe crossing on Cobham Drive east of Troy Street. The strategic bike network is proposed to connect to this via Tacy Street, so there is no need to include Troy Street.
	Connect with Lyall Bay School	Local connections to schools will be developed through either the minor works programme, or the school accessibility programme.
	Priority to cyclists on Leonie Gill Pathway	The Leonie Gill Pathway is a shared path with pedestrian priority. This is considered to be the appropriate setting.
	Prioritise this route (around to Island Bay) as it is a busy recreational area	We are proposing to prioritise corridor improvements based on forecast uptake. As such, the south coast route is likely to be developed toward the end of the programme.
	Make sure it is easy to access the cycleways in this area	Intersection and access design are considerations for the next stage which is developing concept designs.
	Include bike parking/storage in this area	The Council provides on-street parking for bikes via its minor works programme. Each specific request is individually addressed on its merits.
	Tirangi Road at Lyall Bay to Coutts St intersection will need careful consideration	Intersection design is a consideration for the next stage which is developing concept designs.
Island Bay		
	Prioritise a functioning network, despite history in this area	The Council has recently decided to upgrade The Parade at a moderate scale. This work will start by mid-2022. Further improvements are possible if

Location	Comment theme	Officer response
		the LGWM programme develops a MRT solution in this corridor.
	Safety improvements needed	As above.
	Connect with Southgate	Local street connections are not recommended to be part of the strategic bike network.
	Bike parking and/or storage	The Council provides on-street parking for bikes via its minor works programme. Each specific request is individually addressed on its merits.
	Promote this route as main commuter route for surrounding suburbs	This is the intent of identifying it as part of the strategic bike network. However, to attract users, the route must be safe and well connected to the north.
Tasman Street		
	Used as rat run for traffic (as well as Hanson St) - dangerous for traffic	Local street connections are not recommended to be part of the strategic bike network.
	Should be secondary commuter route	As above.
	Block this street to through traffic	Out of scope for the bike network plan.
Newtown/Riddiford Street		
	Extend route through the centre of Newtown	Recommend adding the following secondary corridors to better connect the Newtown centre, Newtown Park, the zoo, and South Wellington Intermediate School: <ul style="list-style-type: none"> • Riddiford Street from Wilson Street to Russell Terrace • Russell Terrace to Te Wharepouri Street and Te Wharepouri Street • Mansfield, Roy and the south end of Daniell streets.
	Consider using the whole of Riddiford St	As above.
	Lower speeds in Newtown to 30 km/h or separated cycleway due to narrow roads	This is a consideration for the next stage which is developing concept designs. Speed limits will be reviewed as part of the Council's speed management programme which will start in 2023.

Location	Comment theme	Officer response
	Make Newtown a low traffic neighbourhood	Out of scope for the bike network plan.
	Make use of parks/green spaces to move cycle lane off main arterial route	The strategic bike network needs to be direct and well connected to population areas and activity centres. In general, routes which weave through parks spaces do not meet these requirements.
Wellington Zoo		
	Include connections to Wellington Zoo	Recommend adding the following secondary corridor to better connect the Newtown centre to Newtown Park and the zoo and South Wellington Intermediate School: <ul style="list-style-type: none"> • Riddiford Street from Wilson Street to Russell Terrace • Mansfield, Roy and the south end of Daniell streets
Other locations		
	Include/utilise MacAlister Park	Any development needs to be consistent with the relevant park management plan. We will investigate developing a local connection through the minor works programme.
	Use Britomart St	Recommend including as part of the Mornington connection.
	Use Te Wharepōuri Street	Recommend adding the following secondary corridors to better connect the Newtown centre, Newtown Park, the zoo and South Wellington Intermediate School: <ul style="list-style-type: none"> • Riddiford Street from Wilson Street to Russell Terrace • Russell Terrace to Te Wharepouri Street and Te Wharepouri Street • Mansfield, Roy and the south end of Daniell streets.
	More cycleways in the town belt	Any future proposals would need to be consistent with the settings in the Town Belt Management Plan. In general, the town belt is not suitable for developing high-quality, bike friendly commuting routes. We will investigate options that can complement the strategic network as these are identified.

Location	Comment theme	Officer response
	Russell Terrace has large amount of unused parking	<p>Recommend adding the following secondary corridors to better connect the Newtown centre, Newtown Park, the zoo and South Wellington Intermediate School:</p> <ul style="list-style-type: none"> • Riddiford Street from Wilson Street to Russell Terrace • Russell Terrace to Te Wharepouri Street and Te Wharepouri Street • Mansfield, Roy and the south end of Daniell streets.
	Include Mansfield St	<p>Recommend adding the following secondary corridors to better connect the Newtown centre, Newtown Park, the zoo and South Wellington Intermediate School:</p> <ul style="list-style-type: none"> • Riddiford Street from Wilson Street to Russell Terrace • Russell Terrace to Te Wharepouri Street and Te Wharepouri Street • Mansfield, Roy and the south end of Daniell streets.
	Include Bidwill St	Local street connections are not recommended to be part of the strategic bike network.
	Low traffic neighbourhood - particularly (Regent St, Harper St, Owen St, Sommerset Ave, Hiropi St, and Wilson St)	Out of scope for the bike network plan.
	Cars travelling along Daniell St and Owen St should have to give way.	Intersection design is a consideration for the next stage which is developing concept designs. This suggestion will be investigated as part of the minor works programme
	Mein Street is currently a rat run	Noted, but out of scope of the bike network plan.

Figure 5 Map of recommended changes in Brooklyn, Mornington, Berhampore and Newtown



Area F east, 72 themed comments

Location	Comment theme	Officer response
Roseneath		
	Include connections to Roseneath School	Local connections to schools will be developed through either the minor works programme, or the school accessibility programme.
	More cycleways needed in this area (e.g. Waipapa Rd)	Local street connections are not recommended to be part of the strategic bike network.
	In need of parking removal/monitoring - often left for long periods	Specific parking offences should be reported to Council's parking enforcement officers for action.
Worser Bay		
	Concern about accessing parking in this area	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
	Include connection to Worser Bay School	Local connections to schools will be developed through either the minor works programme, or the school accessibility programme.
Mt Victoria		
	Include more cycleways in this area (e.g. Hawker St)	Local street connections are not recommended to be part of the strategic bike network.
	Consider sealed route over Mt Vic rather than through the tunnel (Could repurpose current 4WD track)	Any future proposals would need to be consistent with the settings in the Town Belt Management Plan. In general, the town belt is not suitable for developing high-quality, bike friendly commuting routes. We will investigate options that can complement the strategic network as these are identified.
	Currently Mt Vic tunnel is too narrow	This is expected to be addressed as part of LGWM's longer-term strategic highways improvements.
	Concern route through Mt Vic tunnel will be unpleasant - significant improvements needed	As above.
	Mt Vic tunnel down Paterson St to cycle north is pretty awkward and badly managed currently	As above.

Location	Comment theme	Officer response
	Designated cycle routes to and from the off-road sections of Mt Vic	Local street connections are not recommended to be part of the strategic bike network.
	Mt Vic tunnel is used by many to avoid using Constable/Crawford Street (uphill routes)	Noted.
	Make a low traffic neighbourhood	Out of scope for the bike network plan.
	Ensure access to mountain biking areas	Local street connections are not recommended to be part of the strategic bike network.
	Stop honking in the tunnel	Out of scope of the bike network plan. Waka Kotahi are the road controlling authority for SH1.
Strathmore Park		
	Extend network to include Monorgan Rd/Strathmore Ave (this will better connect two schools and community centre)	Local street connections are not recommended to be part of the strategic bike network.
	Include connections to Scots College, Kahurangi School	Local connections to schools will be developed through either the minor works programme, or the school accessibility programme.
	Connect directly with airport roundabout	This is in the scope of the Broadway project.
Hataitai		
	More cycleways needed in this area (e.g. Moxham Ave is commonly used due to low elevation)	Recommend adding Taurima Street, Moxham Avenue, Kupe Street and the south end of Hamilton Road to the secondary network.
	Moxham Ave is often backed up with traffic and is dangerous for cyclists	As above.
	Needs better connections to Newtown	Strategic connections are identified via Mt Victoria Tunnel and Wellington-Crawford-Constable-Wilson.
	In the future consider use of Hataitai bus tunnel	Due to its very narrow width, it is appropriate that the Hataitai Bus Tunnel retains its Bus Only restriction. LGWM is considering additional tunnels through Mt Victoria.

Location	Comment theme	Officer response
	Include connection to Hataitai School	Local connections to schools will be developed through either the minor works programme, or the school accessibility programme.
	Common alternative to Evans Bay/Oriental Bay when windy	Noted.
	In need of parking removal/monitoring - often left for long periods	On-street parking will be managed in accordance with the Parking Policy.
'Around the bays'		
	Consider one lane of traffic & widening footpath/cycle lane	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Limited width	As above.
	Make sure cycleway is separated/protected	As above.
	This route is not necessary or should not be a priority	As part of the Great Harbour Way concept, it is recommended that this route is specifically identified as part of the strategic bike network. As we are proposing to develop routes prioritised by their potential to attract new users, this route is one of the lowest priorities and is therefore likely to be developed towards the end of the programme.
	Make sure to preserve the natural beauty of the area	People on bikes require separation from higher traffic volumes and speeds. This is a very significant consideration for the next stage which is developing concept designs.
	Consider longevity of coastal routes	Noted.
	Consider impact on runners/pedestrians	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
Shelly Bay		
	Lower vehicle speeds	This is a consideration for the next stage which is developing concept designs. Speed limits will be

Location	Comment theme	Officer response
		reviewed as part of the Council's speed management programme which will start in 2023.
	Concerned about impact on vehicles, especially with recent developments	Noted.
	Miramar/Evans Bay/Shelly Road intersection is confusing for users in all directions	Intersection design is a consideration for the next stage which is developing concept designs.
	Make sure this integrates well with Shelly Bay ferry terminal	This would be a future detailed design consideration if such a service becomes a reality.
Miramar		
	Include Awa St, Para St and Darlington Rd	Local street connections are not recommended to be part of the strategic bike network.
	Include Brussels St, Para St and Tauhinu Rd (to avoid Park Rd and Miramar Ave)	Local street connections are not recommended to be part of the strategic bike network.
	Continue up Camperdown Rd and Totara Rd	Local street connections are not recommended to be part of the strategic bike network.
	Connect to Miramar North School, Miramar Christian School, Holy Cross School, Miramar Central School	Local connections to schools will be developed through either the minor works programme, or the school accessibility programme.
	Currently very dangerous, even with 30 km/h (extend this zone)	This is a consideration for the next stage which is developing concept designs. Speed limits will be reviewed as part of the Council's speed management programme which will start in 2023.
	Make cycleway separated/protected	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Use alternative routes near Miramar South School to avoid busy bus routes	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Broadway is extremely busy/dangerous so either fully separate cycleway or choose alternative	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.

Location	Comment theme	Officer response
	Remove cabbage trees	This is a consideration for the next stage which is developing concept designs.
Seatoun		
	Include connections to Seatoun Park	Local street connections are not recommended to be part of the strategic bike network.
	Include connections to Seatoun School, Te Kura Kaupapa Māori O Ngā Mokopuna, St Anthony's School	Local connections to schools will be developed through either the minor works programme, or the school accessibility programme.
	Include more streets in this area	Local street connections are not recommended to be part of the strategic bike network.
	Important that this area is catered too due to equity issues	Noted.
	Connect Seatoun tunnel to waterfront along Ferry St.	Local street connections are not recommended to be part of the strategic bike network.
Kilbirnie		
	Include connections to Kilbirnie School	Local connections to schools will be developed through either the minor works programme, or the school accessibility programme.
	Consider giving cyclists priority when crossing from Cockburn St to Tirangi Rd	Intersection design is a consideration for the next stage which is developing concept designs.
	Completely pedestrianise Bay Rd	Out of scope for the bike network plan.
	Consider reducing amount of traffic on Yule St	Out of scope for the bike network plan.
	Pak'n'Save carpark (entering/exiting) causes a lot of issues	Intersection and driveway design is a consideration for the next stage which is developing concept designs.
	Intersection closest to Pak'n'Save urgently needs a raised pedestrian cross and traffic calming measures.	The Council is currently developing plans to improve the Rongotai/Onepu intersection.
	Prioritise this area	We are proposing to prioritise corridor improvements based on forecast uptake. As such, this area is likely to be developed in the next few years.

Location	Comment theme	Officer response
	Reinstall the pedestrian/bike crossings on Ross and Yule streets	Local street connections are not recommended to be part of the strategic bike network. We will add a minor works project.
	Connect to Kilbirnie Aquatic Centre	Local street connections are not recommended to be part of the strategic bike network. We will add a minor works project to improve connection to the Aquatic Centre.
Other locations		
	Include connection within Maupuia	Local street connections are not recommended to be part of the strategic bike network.
	Make sure the airport is well connected	Local street connections are not recommended to be part of the strategic bike network. We will liaise with the airport company to improve connections from Broadway to the terminal.
	A separated bike lane under the airport runway	The existing airport subway which connects Miramar south to Coutts Street is proposed as a primary connection.
	Add uphill bike or shared paths to Elizabeth St, Carlton Gore/Grafton, Maupuia Rd (connecting with the old prison road trail) Awa Rd and Alexandra Rd.	Local street connections are not recommended to be part of the strategic bike network.
	Rongotai Rd, cyclists hard to spot	Rongotai Road has recently been upgraded to be much more bike friendly. As part of the Council's normal review processes, the performance of the scheme will be evaluated in due course.
	Don't use Ruahine St and Wellington Rd	This is expected to be addressed as part of LGWM's longer-term strategic highways improvements.
	Oriental Bay is currently not safe	The arrangements in Oriental Bay are considered adequate at present. Officers recommend that developing the strategic network identified in the bike network plan is a higher priority, rather than investing significant resources in further improving facilities in Oriental Bay. Recommend changing status to show as 'needs improving'.
	Include Stewart Duff Dr	As this is a private road, it is not appropriate to include it as part of the strategic bike network.

Location	Comment theme	Officer response
	Prioritising cycling and walking crossings for those travelling along the Leonie Gill pathway.	This will be investigated as part of the minor works programme.
	Make Childers Tce a one-way	This is a consideration for the next stage which is developing concept designs.
	Coutts St link missing - the full length should be cycleway	Local street connections are not recommended to be part of the strategic bike network. The Leonie Gill pathway-Onepu Rd is recommended as the primary connection.
	A way to cross Ruahine St to go to Goa St coming down from Hataitai Park is also needed.	This is expected to be addressed as part of LGWM's longer-term strategic highways improvements.
	Prioritise Rongotai Rd	Rongotai Road has recently been upgraded to be much more bike friendly. The Rongotai/Onepu intersection will be upgraded shortly.

Figure 6 Map of recommended changes in Hataitai

