



Evans Bay Parade consultation
between Cobham Drive and Rongotai Road
February 2018

99 public submissions received

Submission	Name	On behalf of:	Suburb	Page
1	Aaron	As an individual	Island Bay	4
2	Alastair	As an individual	Aro Valley	5
3	Alex	As an individual	Kilbirnie	6
4	Alex Dyer	As an individual	Island Bay	7
5	Anastasia	As an individual	Miramar	8
6	Andrew Bartlett	As an individual	Strathmore Park	9
7	Andrew Gow	As an individual	Brooklyn	10
8	Andrew R	As an individual	Newtown	11
9	Andy McKenzie	As an individual	Maupuia	12
10	Ashley Dunstan	As an individual	Kilbirnie	13
11	Brad Olsen, Wellington Youth Council	Wellington City Youth Council	Not answered	14
12	Bruce	As an individual	Strathmore Park	15
13	Bryce Cleland	Not answered	Other	16
14	C	As an individual	Kilbirnie	17
15	C Gothard	As an individual	Other	18
16	C Simpson	As an individual	Wellington Central	19
17	Carl Howarth	As an individual	Newtown	20
18	Cath	As an individual	Hataitai	21
19	Catherine Johns	As an individual	Kilbirnie	22
20	Chris	As an individual	Other	23
21	Chris	As an individual	Te Aro	24
22	Christine McCarthy, Architecture Centre	Architecture Centre	Not answered	25
23	Dan A	As an individual	Hataitai	26
24	Daniel Morgan	As an individual	Wadestown	27
25	Dave Johnston	Wellington Combined Taxis	Other	28
26	David Laing	As an individual	Hataitai	29
27	Ewan	As an individual	Brooklyn	30
28	Fiona Hodge	As an individual	Northland	31
29	Frances	As an individual	Strathmore Park	32
30	George Sedaris	As an individual	Hataitai	33
31	Gerard	As an individual	Karaka Bays	34
32	Grace Habershon	As an individual	Brooklyn	35
33	Hamish	As an individual	Khandallah	36
34	Harriet Dyer	As an individual	Island Bay	37
35	Helen Chapman	Greater Wellington Regional Council	Not answered	38
36	Hinrich Schaefer	As an individual	Owhiro Bay	40
37	info@rope.net.nz	As an individual	Rongotai	41
38	Jacky Reid	As an individual	Strathmore Park	42
39	James	As an individual	Island Bay	43
40	James Burgess	Cycle Aware Wellington	Wellington Central	44
41	James Fluker	As an individual	Mount Victoria	45
42	JC	As an individual	Brooklyn	46

43	Jen	As an individual	Miramar	47
44	Jill	As an individual	Newtown	48
45	Jonathan	As an individual	Mount Victoria	49
46	Joseph Shannon	As an individual	Roseneath	50
47	Kate Grimes	As an individual	Lyall Bay	51
48	Kathleen	As an individual	Mount Cook	52
49	Keith	As an individual	Newtown	53
50	Kim Kelly	As an individual	Breaker Bay	54
51	Kirsten Forsyth	As an individual	Lyall Bay	55
52	Kitty	As an individual	Miramar	56
53	L Mck	As an individual	Karaka Bays	57
54	Liz Leonard	As an individual	Miramar	58
55	Maire Perrott	As an individual	Wilton	59
56	Maria Elenio	As an individual	Island Bay	60
57	Marist St Pats RFC	Marist St Pats RFC	Other	62
58	Mark	As an individual	Owhiro Bay	63
59	Mia Wood	As an individual	Other	64
60	Michael	As an individual	Miramar	65
61	Micheline	As an individual	Kilbirnie	66
62	N Booth	As an individual	Newtown	67
63	Neal Swindells	St Patrick's College Wellington	Hataitai	68
64	Nicolas Vessiot	As an individual	Strathmore Park	69
65	Oli D	As an individual	Miramar	70
66	Owen Ashwell	As an individual	Lyall Bay	71
67	P Weston	As an individual	Island Bay	72
68	Patrick	As an individual	Not answered	73
69	Patrick	As an individual	Ngaio	74
70	Pete Twidle	As an individual	Hataitai	75
71	Philippa Cithbert, The New Zealand Automobile Association Incorporated	The New Zealand Automobile Association Incorporated	Wellington Central	76
72	please stop this madness	As an individual	Hataitai	77
73	Ray Whelan	As an individual	Maupuia	78
74	Raymond Kemp	As an individual	Woodridge	79
75	Reimo Geerts	As an individual	Newlands	80
76	Richard	As an individual	Lyall Bay	81
77	Rod Page	As an individual	Island Bay	82
78	Rosemary Russel	As an individual	Kilbirnie	83
79	S. Bates	Not answered	Crofton Downs	84
80	Sandra Hany	As an individual	Roseneath	86
81	Sarany pan	As an individual	Newlands	87
82	Shaun	As an individual	Khandallah	88
83	Simon	As an individual	Karori	89
84	Simon Coffey	As an individual	Island Bay	90
85	Siobhan Isles	As an individual	Melrose	91
86	Stephen Moore	As an individual	Hataitai	92

87	Teresa	As an individual	Hataitai	93
88	Thiago Tirapelle	As an individual	Kilbirnie	94
89	Thomas O'Flaherty	As an individual	Aro Valley	95
90	Tim	As an individual	Mount Victoria	96
91	Tim Jenkins	As an individual	Wilton	97
92	Tim Priest	As an individual	Not answered	98
93	Tom	As an individual	Newtown	99
94	Tony	As an individual	Strathmore Park	100
95	Tracy	As an individual	Strathmore Park	101
96	Ursula K	As an individual	Strathmore Park	102
97	Valerie Townsend	As an individual	Miramar	103
98	Wellingtonian	As an individual	Newtown	104
99	William	As an individual	Te Aro	105

Evans Bay Parade consultation
Submission

1

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Aaron	Island Bay	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes, but with changes

Comments:
Awesome! The wider the 2-way cycleway could be the better - 3m seems wide enough for passing slower cyclists or riding 2 abreast sometimes

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes, but with changes

Comments:
Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
Yes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alastair	Aro Valley	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

* A two way bike path should be acceptable here, although separate one way paths would be ideal. * 2.5m is too narrow for a two way path. the Christchurch Cycle Design Guidelines standard is 3.5, minimum 3m. * Making the slip road a formal cycle route is a good idea.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Not answered

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Need a crossing of Cobham Drive at/near the Sports Centre

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alex	Kilbirnie	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

No

Comments:

Too many car parks lost for a 'Rolls Royce bike lane'. If Council is going to spend so much money, why not go all the way and come up with a solution that accommodates all the traffic, parking, pedestrian and biking needs.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

No

Comments:

Too many car parks lost for a 'Rolls Royce bike lane'. If Council is going to spend so much money, why not go all the way and come up with a solution that accommodates all the traffic, parking, pedestrian and biking needs.

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

No

Comments:

Bus users are pushed further from the town centre amongst KFC & Mobil traffic and bikers - and provide with token shelter in wet weather!

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alex Dyer	Island Bay	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

Nice to see the raised table through Kemp St. as priority should be given to pedestrians and cyclists travelling straight through.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

There is so much going on with this that I can't really tell what to comment on. As long as the priority will result in better experiences for public transport users and people walking and cycling, that is what I care to see happen.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anastasia	Miramar	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes, but with changes

Comments:

There needs to be a pedestrian zebra crossing on Evans Bay Parade for the school kids trying to cross the road before and after school

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes, but with changes

Comments:

Need zebra crossing on Evans Bay Parade

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes, but with changes

Comments:

Very dangerous road for school kids to cross without a crossing

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Needs to be safe for pedestrians too - especially the EBIS kids, risking their lives trying to cross that busy road

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

NEED ZEBRA CROSSING - VERY DANGEROUS FOR KIDS AT LOCAL SCHOOLS - APPROX 1200 STUDENTS IN THAT DIRECT VICINITY

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew Bartlett	Strathmore Park	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes

Comments:
This provides a practical and useful tie-in with other projects to make great connections for people on bikes. The current shared path along this road is OK, but cuts out at Coutts St. While I'm sure the St Patts boys will still spill over the whole path the conflict with bus boardings and alightings is very time-limited and I think can be managed.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes

Comments:
Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
Yes

Comments:
The access for cyclists and cars to the 'one way slip road' is unclear in the drawings. Many people driving cars and particularly people on bikes currently mount the footpath if the and use the 'one way slip road' if the traffic light is red. However making it a full slip road will promote taking it at speed.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Important

Comments:
This is not the most important link (compared with other missing links) but it is still important.

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?
 Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew Gow	Brooklyn	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

Proposals overall look good and should make things safer and more comfortable by bike, and just as good by car.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Proposals overall look good and should make things safer and more comfortable by bike, and just as good by car.

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Whilst it's directly good for those riding bikes, if more people can make shorter trips by bike then the roads and car parks become more free for those still wanting to drive.

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

A two way path should ideally be 3m wide and have centre line marked - 2.4m is narrow.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew R	Newtown	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

I will use it to link between cobham drive / evans bay parade and the crawford rd path

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

I will use it to link between cobham drive / evans bay parade and the crawford rd path

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Not answered

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Provides a link between harbourside paths and path to newtown

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andy McKenzie	Maupuia	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ashley Dunstan	Kilbirnie	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes

Comments:
There is plenty of space on this road, and provides connection to "around the bays" route to city. Consideration should be given for a proper pedestrian crossing to Kemp street, it is very dangerous for EBIS children arriving from Kilbirnie/Hataitai.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes

Comments:
Great to see WCC thinking about connections between main streets with cycling infrastructure. I do wonder whether there should be more space for the new bus hubs, which don't look like hubs at all but instead a few shelters.

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
Yes

Comments:
Why can't the traffic be forced to take the Bay road/rongotai road route around, to ensure smooth path through for buses? It is common to see buses backed up at the current Rongotai road stops due to traffic queueing at the lights.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Important

Comments:

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Brad Olsen, Wellington Youth Council	Not answered	Wellington City Youth Council	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

The Youth Council feels these pathways have been well designed, and once again make use of appropriate choice of segregated modes for the desired end users. It is appropriate to use a shared pathway in this area, as most cyclists using this pathway will be low speed, local cyclists, including those travelling to St. Patricks College.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Not answered

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Not answered

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not answered

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

Please refer to the attached document on the following page(s) to support this submission.

Submission on Biking improvements on Oriental Bay, Evans Bay Parade (Kilbirnie) and Thorndon Quay

To the Wellington City Council

March 2018

We would like to appear in person to support our written submission

Contact Person

Brad Olsen

Chair

On behalf of the Wellington City Youth Council

C/O Wellington City Council, PO Box 2199, Wellington 6140

Introduction

1. The Wellington City Youth Council is pleased to submit on the improved cycle connections proposals put forward by the Wellington City Council
2. We feel improving the quality of different modes of transport is vital to ensuring sustainable growth in our city. As part of this, cycle connections form a vital part of the future transport network of Wellington.
3. We are extremely happy with the consultation that has been conducted on their proposals, and the fact Council has listened to previous feedback, to ensure these cycle ways strike a compromise.

Overview of Submission

4. The submission by the Wellington City Youth Council on the improved connections will address the following topics:
 - a. Oriental Bay
 - b. Thorndon Quay
 - c. Evans Bay Parade

Oriental Bay

5. In line with our previous submission on the topic, the Youth Council is pleased to see Council has adopted feedback from residents of Wellington and proposed a compromise, that improves cycle connectivity, while retaining the benefits of Oriental Bay.
6. In particular, we are pleased to see the second pathway be designated as 'cycle only', as this will remove conflicts between pedestrians and cyclists on this route. We are also pleased angle parks have been retained, and time limits will remain as they currently are. This is important as many young people utilise the nearby marina for sailing and other recreational activities.

Thorndon Quay

7. The Youth Council supports the proposed changes to Thorndon Quay. The design of the cycle way identifies that most cyclists in this area will be commuting into the CBD, and therefore does not require it to be a shared pathway (as per Oriental Bay, which is not the most optimal commuting route, so most cyclists will be cycling for recreational purposes).
8. The change to parallel parks, and lowering of time limits could cause conflict with those that use these carparks all day on their way to work. However, we feel the current use of these carparks is a suboptimal use of public space, and this sufficiently discourages parking in this location all day. We hope these commuters will make the choice that having to park further away means driving into the CBD is no longer desirable, and will utilise other modes of transport – the train being one option in the immediate vicinity.
9. Thorndon Quay is a wide road, with immense potential to encourage other modes of transport in a safe and efficient manner.
10. We would encourage Council to reseal the road, or remove the current road markings in some other way, as painting over them as has been done in Island Bay degrades over time, making the new road layout unclear.

Evans Bay Parade

11. The Youth Council feels these pathways have been well designed, and once again make use of appropriate choice of segregated modes for the desired end users. It is appropriate to use a shared pathway in this area, as most cyclists using this pathway will be low speed, local cyclists, including those travelling to St. Patricks College.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bruce	Strathmore Park	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

No

Comments:

Do not sacrifice parking for bikes. Do not make roads narrower for bikes

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

No

Comments:

do not remove parking and do not make roads narrower.

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

No

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

**Hold a referendum to see if there is public support for the bike lanes at the expense of roads/parking.
Meantime don't continue to waste money on plans that most people oppose**

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bryce Cleland	Other	Not answered	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
C	Kilbirnie	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

This will make my commute safer - Definitely support. Well done WCC.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
C Gothard	Other	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

No

Comments:

Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

No

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

No

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
C Simpson	Wellington Central	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

No

Comments:

I use the park and pool and often struggle to find parking as it is and you are removing more parking

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes, but with changes

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

No

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Carl Howarth	Newtown	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

These improvements will be great. Safer cycling infrastructure that will encourage more people to get around by bike. It's cheap, healthy and reduces traffic for those that need to drive. The proposed two way bike path is too narrow; 3 m is required. 2.5m is the minimum stated by the VicRoads Design Guidance (attached). Why is the minimum being proposed here?

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Not answered

Comments:

I support the proposal in principle. The access to the Mobil is a hazard as it crosses a cycle lane and footpath.

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

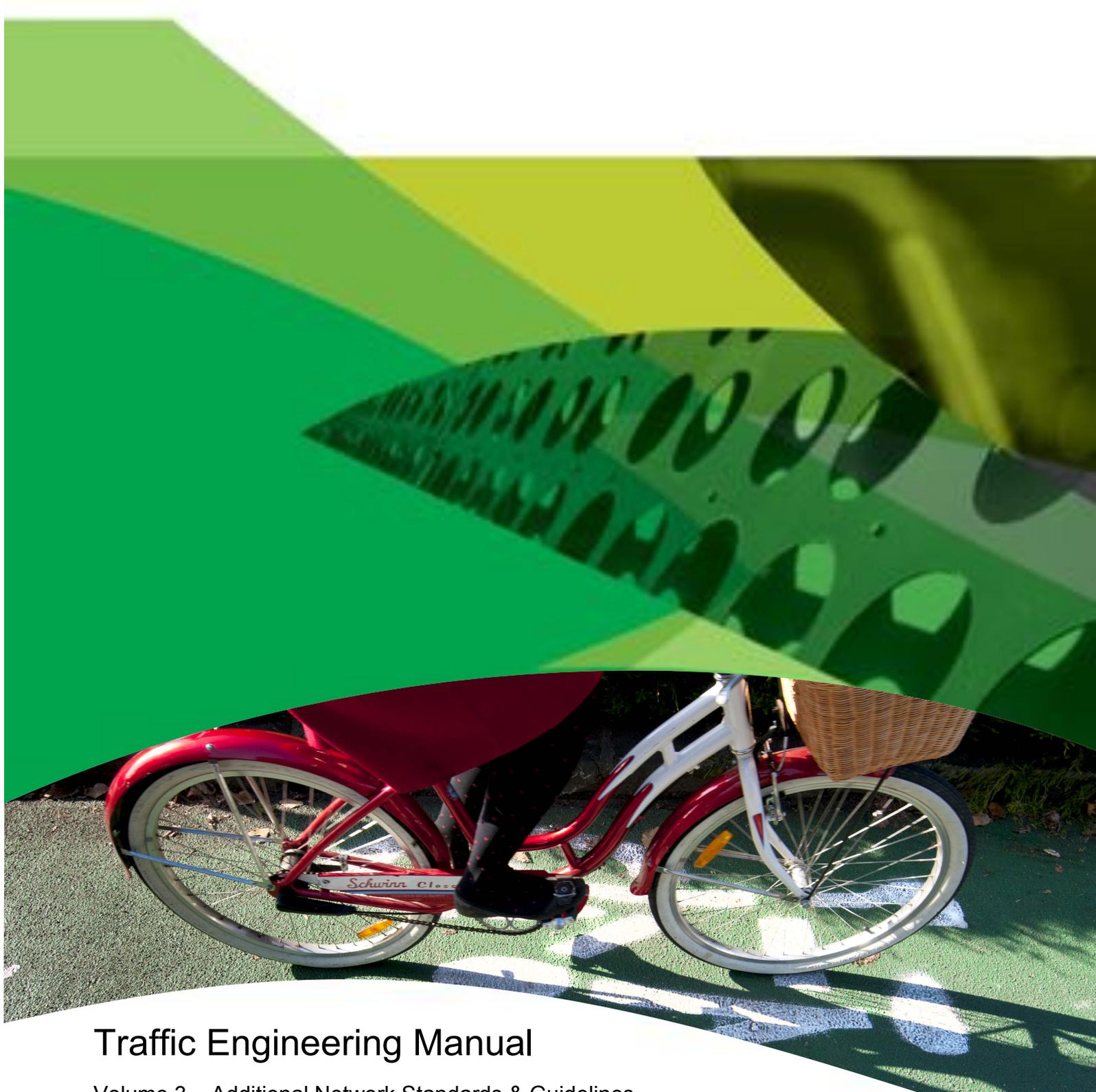
Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

Please refer to the attached document on the following page(s) to support this submission.



Traffic Engineering Manual

Volume 3 – Additional Network Standards & Guidelines

Design Guidance for strategically important cycling corridors

Edition 1, December 2016

Table of Contents

Table of Contents	2
1. Introduction	3
2. How to Use this Guide	3
Background	3
Development Process	3
Design Parameters for strategically important cycling corridors.....	3
General Bicycle Topics.....	3
3. Background	3
4. Development Process	5
Preferred Cycling Treatments Flowchart.....	7
Type of Bicycle Facility Required.....	8
5. Design Parameters for strategically important cycling corridors	10
General	10
Section 5.1 – Off-Road Paths (shared / exclusive)	11
Section 5.2 – On-Road Bicycle Lanes	21
Section 5.3 – Bicycle and Motor Vehicle Road Sharing	37
6. General Bicycle Topics	52
Document Information	63

1. Introduction

This document, the *Design Guidance for strategically important cycling corridors*, aims to assist practitioners in finding standards and guidelines relating to the implementation and design of strategically important cycling corridors.

This is a working document whereby practitioners are encouraged to provide feedback on this document via tem@roads.vic.gov.au or (03) 9854 2417 to ensure any learnings or improvements can be promptly considered.

2. How to Use this Guide

This document provides guidance to practitioners on selecting the best practice treatments in the delivery of cycling infrastructure to support the development of strategically important cycling corridors.

This document consists of the following parts:

Background

This section details the principles behind the strategically important cycling corridors and the relationship with other types of bicycle infrastructure.

Development Process

This section assists practitioners to determine what appropriate infrastructure is required on a Strategically Important Cycling Corridor and the process where desirable outcomes cannot be met.

Design Parameters for strategically important cycling corridors

This section contains guidance on selecting the best practices for strategically important cycling corridors based on the desirable design parameters specified in Austroads, Australian Standards and VicRoads documents.

Further guidance is also provided in this section for topics not covered in Austroads, Australian Standards and VicRoads documents. The additional guidance aims to enhance the quality of cycling infrastructure provided on strategically important cycling corridors.

General Bicycle Topics

This section contains references to bicycle related topics, not limited only to strategically important cycling corridors.

Topics include general references regarding off-road paths, on-road infrastructure, bicycle parking and treatments for high and low speed environments.

Where a reference to a VicRoads Supplement is made, the VicRoads Supplement shall be read in conjunction with the relevant parent document.

3. Background

Strategically important cycling corridors are a subset of the Principal Bicycle Network (PBN) and are intended to provide:

- a long-term vision for a network of safe, direct and high quality cycling corridors connecting activity centres, public transport hubs and other key locations
- a step-change in cycling facilities to encourage cycling of all ages and abilities – using a combination of **high quality** a) off-road paths, b) on-road separated bike lanes and c) traffic-calmed local streets
- a focused planning and investment effort along these key corridors.

The Principal Bicycle Network (PBN) sets out proposed and existing cycle routes that help people cycle for transport to work, school, shops and services. The PBN makes use of many local roads and

off-road paths, as well as arterial roads. The PBN also includes routes that people use to cycle for recreation, where they also perform a transport function.

The relationship among the PBN, Bicycle Priority Routes (BPR) and strategically important cycling corridors is represented by the diagram in Figure 1.

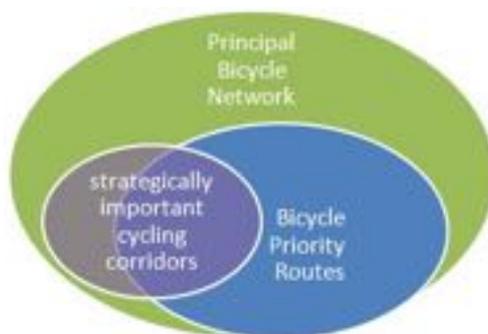


Figure 1: Relationship among the different bicycle network classifications

To inform the development of strategically important cycling corridors, a set of network principles are typically used. These principles are typically based on current transport planning practice and existing transport guidance. Three main sources are the *New Zealand Cycle Network Planning Guide* (2004), *Cycling Aspects of Austroads Guides* (2014) and the VicRoads *SmartRoads* criteria.

Table 1: Typical network principles used to develop strategically important cycling corridors

Principles	Application
Takes a corridor approach linking into a connected network	<ul style="list-style-type: none"> • Must end at another corridor, significant intersection or major destination • Can extend outside of the Central Subregion to provide guidance to future plans
Maximises connections to key destinations	<ul style="list-style-type: none"> • Greater than two connections through identified higher order destinations in <i>Plan Melbourne</i> • Choice of routes with higher order adjoining land uses
Provides a safe cycling environment	<ul style="list-style-type: none"> • Avoid high speed roads, when an off-road facility cannot be provided within the road corridor • Select corridors with lower exposure rating for crashes
Provides attractive routes for cyclists of all abilities	<ul style="list-style-type: none"> • Preference for corridors that can deliver one of the three types of facilities that have increased cycling in Melbourne • Consider topography
Provides direct routes that minimises delays and turns	<ul style="list-style-type: none"> • Start by drawing lines ‘as the crow flies’ between destinations • Minimise delays and turns when allocating corridors to the Principal Bicycle Network
Provides sufficient supply of corridors to meet future needs in an efficient manner	<ul style="list-style-type: none"> • Preference for corridors where investment required is lower • Can the corridor spacing provide enough capacity? • Approximate network density CBD \approx 400m, major employment areas \approx 1000m, remainder of Melbourne \geq 1.6km
Builds on existing planned networks	<ul style="list-style-type: none"> • Allocate corridors onto Principal Bicycle Network links • Choose Bicycle Priority Routes over Principal Bicycle Network routes where they existed • Need a clear and strong rationale to add new links to PBN

For information on the strategic importance of a cycling corridor in Victoria, advice can be sort from Active Transport Victoria via activetransport@ecodev.vic.gov.au or calling (03) 8392 6533.

4. Development Process

Identification of the potential pipeline of strategically important cycling corridors is the first step in a long process of developing and implementing improved bicycle facilities. The development of specific proposals along the priority corridors must happen before any implementation can occur. During this development process, it is critical that both councils and the community support the proposed facility prior to securing funding. Without the support, only limited improvements to the cycling network are likely to be achieved.

A corridor study will be completed for each selected corridor, including identifying acceptable works at each location along the corridor as well as possible timing and costs of those works for delivering the improvements. This would form a key input into a business case to Government for funding consideration. These business cases may seek funding for construction of bicycle lanes, intersection treatments and paths development and/or funding for further design development for major infrastructure (e.g. bridges). These works may be scheduled over a number of years, depending upon the complexity and costs of the proposals. This planning work will generally be led by VicRoads and should involve:

- investigation of the full corridor across all council areas
- confirm a preferred option alignment, including investigation of alternative local road options (for corridors that are identified as not 100% defined)
- development of concepts for the preferred options
- identify key connections to the corridor to ensure the highest level of access onto corridor is provided
- where corridors are at capacity, create ideas to increase capacity via improvements on parallel routes (e.g. to improve an off-road path where land is limited and widening is not possible, investment could consider improvements to parallel on-road facilities to move faster cyclists off the shared path and creating more room for slower cyclists)
- consider a higher level of improvements rather than what was identified during the prioritisation process
- identify specific design solutions via a consistent design standard and develop a way finding strategy
- councils are encouraged to work with VicRoads to contribute to the development of the planning proposals for strategic corridors in their area. This may help to fast track the development of these corridors and provide better information into the review of this targeted investment plan
- in addition, funding contributions from councils, for sections of strategically important cycling corridors that utilise local roads, will be important to create effective cycling corridors for their local communities.

During the development of concepts for the preferred route, Figure 3 should be used to help select the appropriate solution. Melbourne has led Australia in developing and implementing different types of bicycle facilities. Drawing on this experience, three types of facilities (see Figure 2) have been identified that have attracted higher numbers of cyclists and have a higher proportion of females to males. This gender split can be used as an indicator of these facilities being perceived as safe. These three types of cycling facilities are considered the desired standard for facilities on strategically important cycling corridors. It is however recognised that this standard may not be achieved in the short to medium term on some corridors.



Local streets, Napier Street,
Fitzroy



Off-road paths, Capital City Trail,
Fitzroy North



Separated lanes, Swanston
Street, Melbourne CBD

Figure 2: Types of facilities that provide for all abilities and have supported growth in cycling in Melbourne

Preferred Cycling Treatments Flowchart

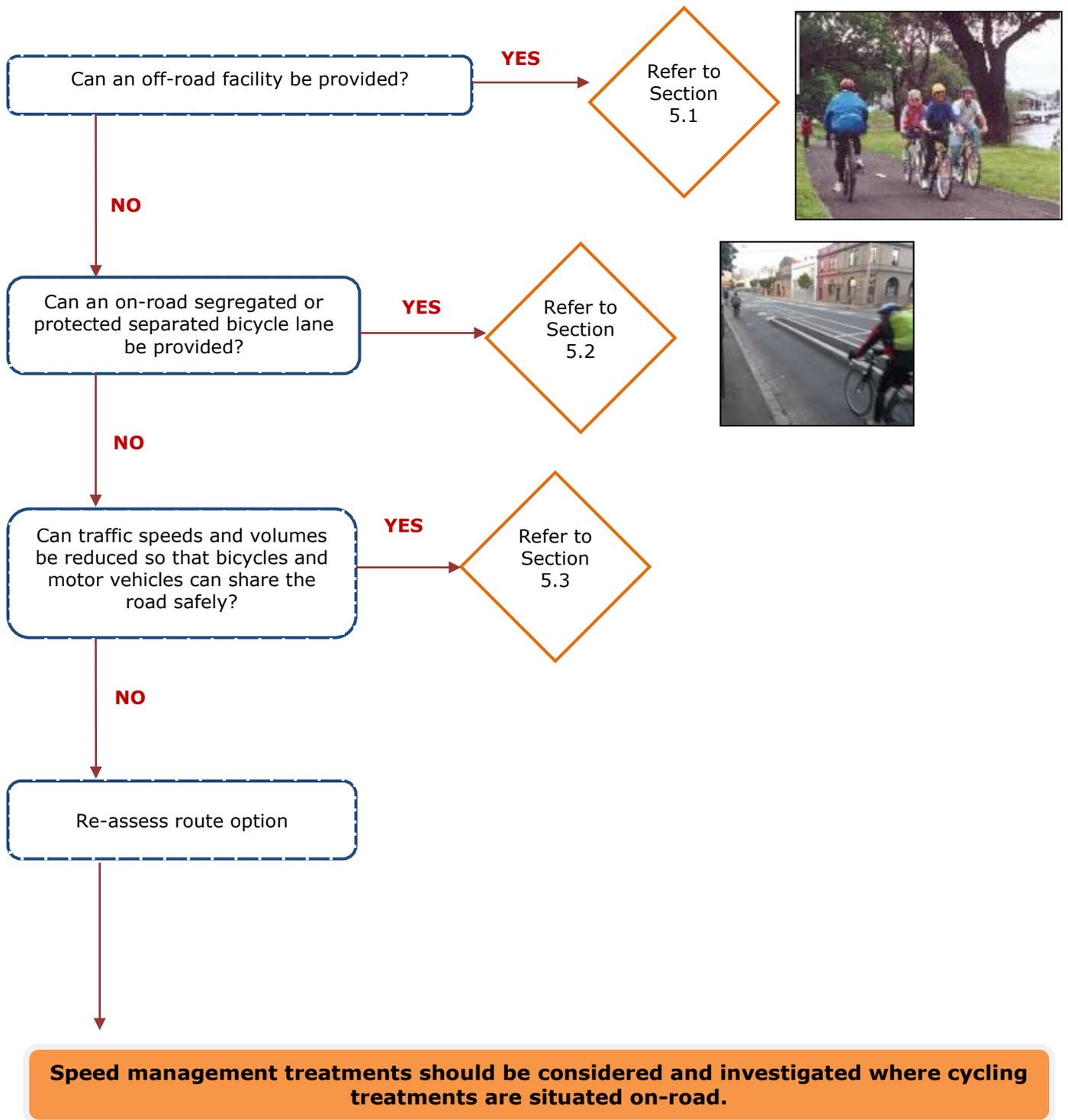


Figure 3: Preferred Cycling Treatments Flowchart

Type of Bicycle Facility Required

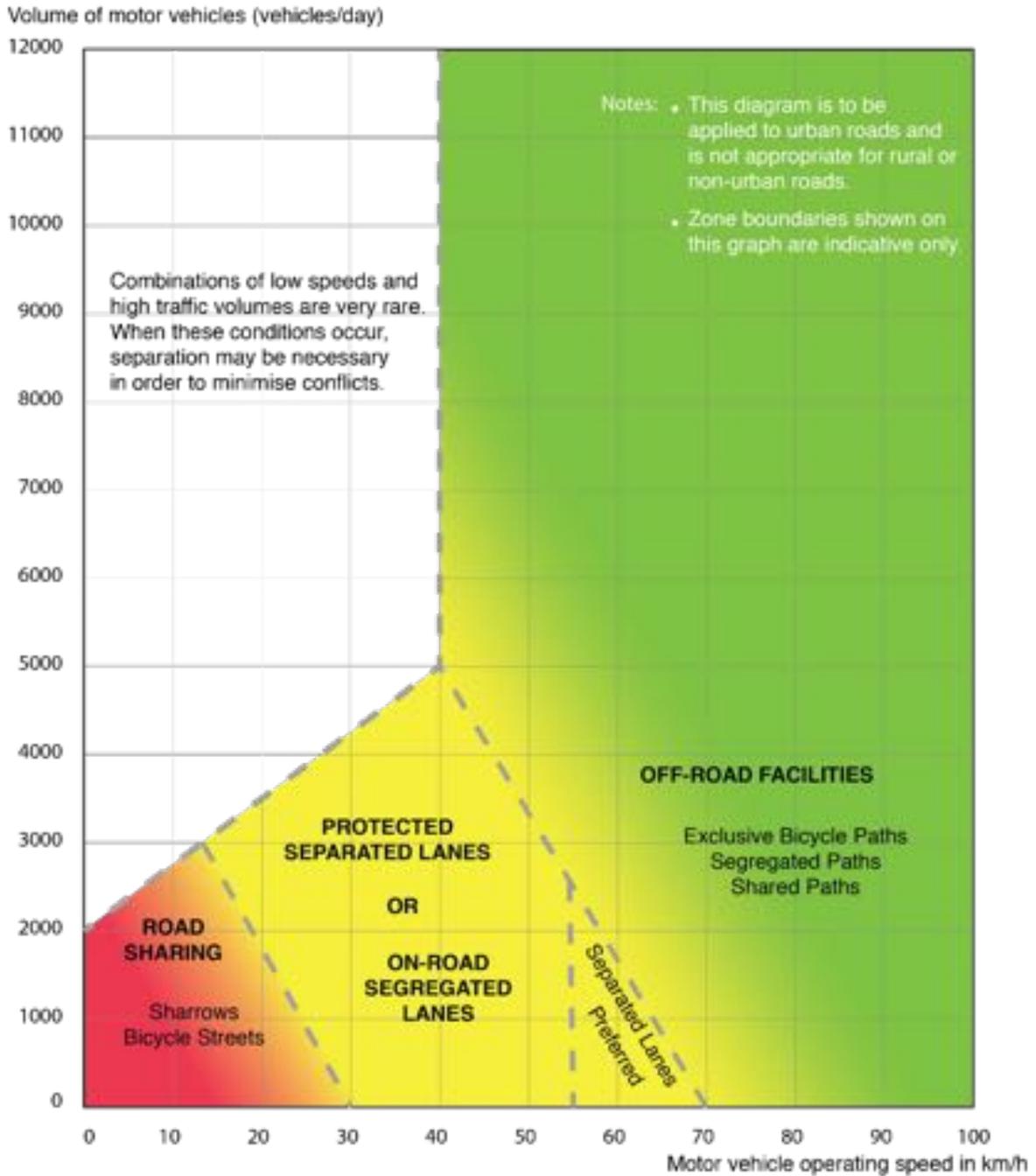
Source: *Section 2.7 of the Cycling Aspects of Austroads Guides (2014)*

When considering the type of bicycle facility, such as bicycle lanes or shared use paths, two guiding principles are to separate cyclists from motor vehicles and provide a high level of priority for cyclists across driveways and through intersections (see Section 4.6.5 of Austroads Guide to Traffic Management Part 4).

Figure 3 provides guidance for the selection of an appropriate type of bicycle facility. It relates the degree of separation required for cyclists to the speed and volume of general traffic. It should, however, be noted that jurisdictional policy and implementation strategies may also influence the selection of particular facilities.

A key message of Figure 3 is that the separation of cyclists from motor vehicles is not always required on local and collector roads that have traffic volumes less than approximately 3,000 vehicles per day and operating speeds equal to or less than 30 km/h. In these circumstances, it may be considered acceptable that cyclists share the road with motor vehicles.

It should be noted that the zone boundaries shown in Figure 3 among different types of treatments are indicative only, for example, protected separated bicycle lanes may be used on roads with an operating speed lower than 30 km/h if it is deemed more desirable to separate cyclists and motorists rather than having road sharing. However, providing a 'lower' level of facility than what is specified in Figure 3 is not recommended.



Adapted from Cycling Aspects of Austroads Guides Figure 2.2

Figure 4: Bicycle facilities based on volume and operating speeds of motor vehicles

5. Design Parameters for strategically important cycling corridors

General

The intention of this Section is to guide practitioners in selecting a cycling treatment that provides the best outcome for cyclists. The focus will be on key design elements that directly affect the development and implementation of bicycle infrastructure on strategically important cycling corridors – for topics not covered here, refer to Section 6 - General Bicycle Topics in this document.

When selecting a treatment or design parameter to be used on a strategically important cycling corridor, practitioners should aim to choose the most ‘desirable’ recommendation. These recommended treatments or design parameters will be specified under each topic. Where this is not achievable, practitioners should choose the next best treatment or design parameter; otherwise the decision making process outlined in Section 4 of this document should be repeated.

Where it is determined that design parameters cannot be met, practitioners should consider the application of context sensitive design principles. Context sensitive design is an approach that provides flexibility to utilise design parameters that are beyond the normal design domain to satisfy competing project objectives.

The application of context sensitive design generally includes:

- Consideration of alternative options
- Determination of design parameters beyond the normal design domain that may be applied.
- Consideration of improvements to other design parameters.
- Assessment of associated risks.
- Documentation of the decision making process.
- Seeking the relevant approval for the use of those particular design parameters.

For details regarding context sensitive design, practitioners can refer to VicRoads’ guideline *Context Sensitive Design - Application of Design Domain and Design Exceptions*.

The guidance contained in this Section in most cases is an abridged version of the material found in the parent document, which is identified under each topic heading. Detailed or additional guidance can be found in the parent document under those relevant sections or clauses and should be read in conjunction with the guidance in this document.

Where there is a difference between the guidance in this document and in the parent (source) document, the guidance in this document takes precedence.

Section 5.1 – Off-Road Paths (shared / exclusive)

5.1.1 Description

Off-road paths allow cyclists to ride on a separate path that is not shared with motor vehicles – in many cases the path is remote from a road. This separate facility virtually eliminates the risk of collision between motorists and bicycle riders and as such is the preferred treatment on strategically important cycling corridors.

In general, the following considerations should be taken into account when off-road paths are to be provided. Further details can be found in the sections below and in the parent cycling related Australian Standards and Austroads documents (noted in each section).

- Whether full separation is required between pedestrians and cyclists on the off-road path, the preference is for a fully separate path. However, this decision may be influenced by user volumes, sight distance along the corridor, crash history (if available) and land availability (refer to Section 5.1.2).
- Width of the path to adequately cater for the volume and types of bicycle riders (refer to Section 5.1.4 below).
- The design of the separated path should provide adequate separation between bicycles and pedestrians (e.g. median or barrier).
- The amount of land required for the off- road path.
- The cost of installation and maintenance.
- Signage to highlight to users where they should ride and road crossing points.
- Whether the path should be designed as a two-way facility or one-way facility.

For guidance on separated bicycle paths or lanes adjacent to the road or within the road reserve, refer to Section 5.2 of this document.



Figure 5: Example of Shared Path between Box Hill and Ringwood, Box Hill

5.1.2 Choice of Appropriate Type of Path

Source: Section 7.3 of Cycling Aspects of Austroads Guides (2014), Section 3 of Austroads Guide to Road Design Part 3 (2016), VicRoads Guidance on Treating Bicycle Car Dooring Collisions

Where an off-road bicycle or pedestrian facility is to be provided, usually this involves the mixing of pedestrians and cyclists along the off-road path. There are three main types of paths that can be provided:

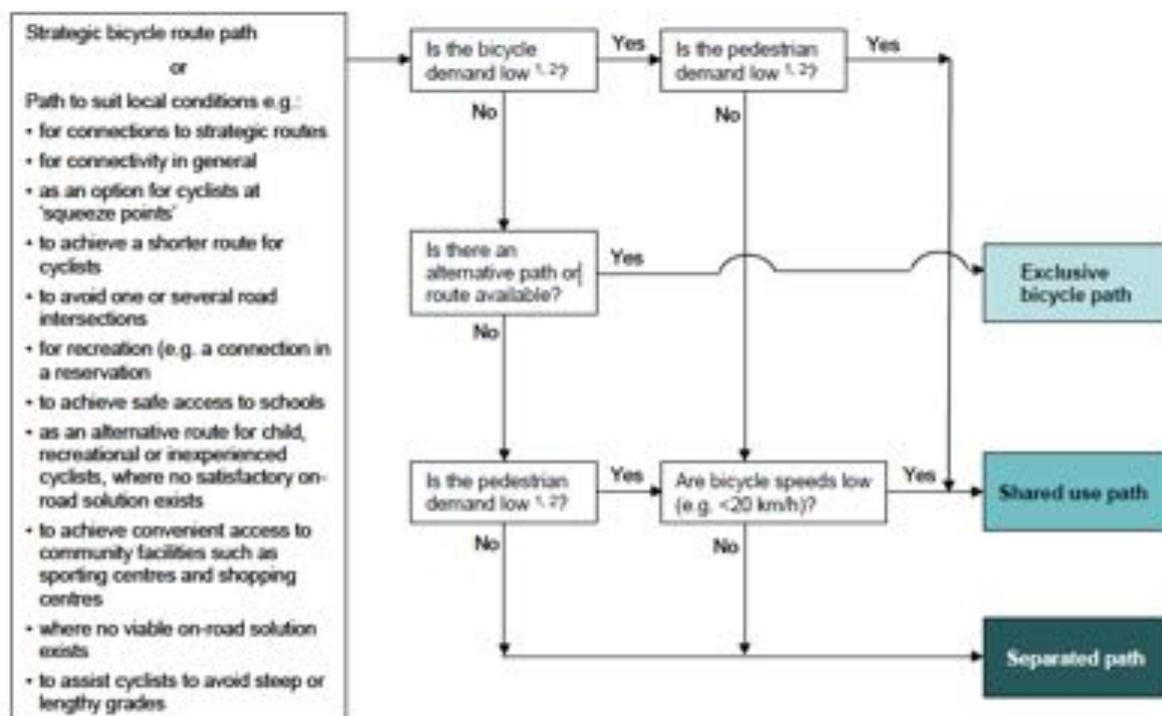
- Shared use path – a wide path where pedestrians and cyclists both use the same path.
- Segregated path – the pedestrian path is adjoining to the bicycle path, usually separated by linemarking or visually through the use of different coloured pavements.

- Separated path – where the path for cyclists is physically separated from the path for pedestrians, e.g. by a barrier or median. The bicycle path component may also be known as an ‘exclusive bicycle path’.

On strategically important cycling corridors, a separated path (exclusive bicycle path) is the desired treatment as:

- Where there is an adjacent pedestrian path, it virtually eliminates the conflict between pedestrians and cyclists as they are physically separated.
- Allows cyclists to have uninterrupted and safe travel at a relatively high constant speed (30 km/h or above).

Where there are difficulties in providing a separated exclusive bicycle path, Figure 5 below provides guidance regarding other path type options. Note that ‘separated path’ in the chart below also includes a ‘segregated path’. Practitioners should be aware that there may be other issues, constraints and practices that will have a bearing on the decision-making process.



- 1 The level of demand can be assessed generally on the basis of the peak periods of a typical day as follows:
 - a. Low demand: Infrequent use of path (say less than 10 users per hour)
 - b. High demand: Regular use in both directions of travel (say more than 50 users per hour).
- 2 These path volumes are suggested in order to limit the incidence of conflict between users, and are significantly lower than the capacity of the principal path types.

Figure 6: Guide to the choice of path treatment for cyclists (source: Section 7.3 of Cycling Aspects of Austroads Guides (2014))

Further notes to Figure 5 above:

- Where the volume of pedestrians and/or cyclists is large or there is the potential for conflicts between the two modes, there may be a need to separate the path between cyclists and pedestrians, and at other associated locations where pedestrians and cyclists are adjacent to one another. It is recommended that where there are more than 50 cyclists per hour, separated (or at the very least segregated) paths should be provided.

- A segregated path also provides a level of separation; however, as there is no physical separation, there is still a chance of a collision between a pedestrian and cyclist in the event a cyclist encroaches onto the pedestrian path.
- Where there is a large differential speed between the two modes, there is an increased risk of injury to pedestrians in the event of a collision between a pedestrian and cyclist.
- Path width and the need to provide a separate footpath should be determined on future demand estimates. Recommended design parameters can be found in Section 5.1.4 (d) where:
 - 'Desirable widths' should be used where the volume of cyclists is 1000 or less an hour during peak times.
 - Where the volume of cyclists is greater, a width beyond the 'desired width' should be used.
 - A greater width should also be used where there is a safety or operational benefit.
 - Where there are geometric or other restrictions preventing the 'desired width' from being used, then the 'minimum width' may be used.
- Further guidance can be found in Austroads Guide to Road Design Part 6A Sections 3.4 and 3.5.

5.1.3 Bicycle Speed and Horizontal Alignment

a) Bicycle Operating Speed

Source: Section 7.5.2 of Cycling Aspects of Austroads Guides (2014)

Recommended design operating speed for a shared / bicycle path: 30 km/h

b) Horizontal Alignment (curves)

Source: Section 7.5.3 of Cycling Aspects of Austroads Guides (2014)

The minimum horizontal radii shown in Table 2 should be used where a flat surface is used and it is not possible or desirable to provide superelevation. The desired radius is shown in yellow.

Table 2: Minimum radii of horizontal curves without superelevation

Design Speed (km/h)	Minimum radius (m)
20	10
30	25
40	50
50	94

c) Crossfall (non-curves)

Source: Section 7.5.6 of Cycling Aspects of Austroads Guides (2014)

To maintain comfort for people bicycling with more than two wheels or with a trailer and for effective disposal of surface water, a bicycle path crossfall of 2 percent is generally sufficient.

Steeper cross slopes of up to 8 percent are acceptable for limited distances in retrofit conditions¹.

5.1.4 Path Width

Source: Section 7.5.4 of Cycling Aspects of Austroads Guides (2014)

a) Exclusive Bicycle Paths (two way)

Path widths for strategically important cycling corridors **must** meet Major Path standards (marked in yellow).

¹ MassDOT Separated Bike Lane Planning & Design Guide, Chapter 4, Section 3.3.1
<https://www.massdot.state.ma.us/highway/DoingBusinessWithUs/ManualsPublicationsForms/SeparatedBikeLanePlanningDesignGuide.aspx>

Table 3: Exclusive bicycle path (two way) widths

	Path Width (m)	
	Local access path	Major path
Desirable width (minimum)	2.5	3.0
Minimum width – typical maximum	2.5 ⁽¹⁾ -3.0 ⁽²⁾	2.5 ⁽¹⁾ -4.5 ⁽²⁾

1. A lesser width should only be adopted where cyclist volumes and operational speeds will remain low.
2. A greater width may be required where the number of cyclists is very high (refer to Section 5.1.2).

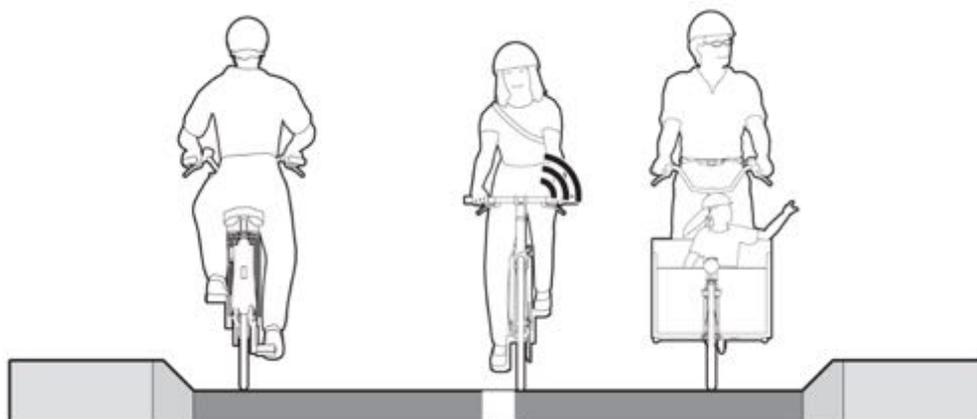


Figure 7: A desirable minimum width of 3.0 m allows passing movements to be comfortable undertaken (two-way path)²



Figure 8: Example of separated pedestrian and cyclist path

b) Shared Paths

Strategically important cycling corridor shared paths **must** meet ‘commuter path’ standards (marked in yellow). Where pedestrian volumes are higher, the recreational path width should be considered or

² Image source: MassDOT Separated Bike Lane Planning & Design Guide, Chapter 3, Section 3.3.2
<https://www.massdot.state.ma.us/highway/DoingBusinessWithUs/ManualsPublicationsForms/SeparatedBikeLanePlanningDesignGuide.aspx>

a separated path be considered instead to eliminate the risk of collision between pedestrians and cyclists (see (c) below).

Table 4: Shared path widths

	Path Width (m)		
	Local Access path	Commuter path	Recreational path
Desirable width (minimum)	2.5	3.0	3.5
Minimum width – typical maximum	2.5 ⁽¹⁾ -3.0 ⁽²⁾	2.5 ⁽¹⁾ -4.5 ⁽²⁾	3.0 ⁽¹⁾ -4.0 ⁽²⁾

1. A lesser width should only be adopted where cyclist volumes and operational speeds will remain low.
2. A greater width may be required where the numbers of cyclists and pedestrians are very high (refer to Section 5.1.2) or there is a high probability of conflict between users (e.g. people walking dogs, roller bladders and skaters etc.).

c) Separated Paths - two-way path

Strategically important cycling corridor two-way separated paths **must** meet the desirable minimum width (marked in yellow). This width allows passing movements in both directions. It should be noted that these types of paths provide physical separation between pedestrians and cyclists.

Table 5: Separated paths - two-way path

	Path Width (m)		
	Bicycle path	Footpath	Physical separator between bicycle path and footpath
Desirable width (minimum)	2.5	1.5	1.0
Minimum width	2.0	1.2	0.5

d) Separated Paths - one-way path

Strategically important cycling corridor one-way separated paths **must** meet the desirable minimum width (marked in yellow). This width allows passing movements. It should be noted that these types of paths provide physical separation between pedestrians and cyclists.

Table 6: Separated paths - one-way path

	Path width (m)		
	Bicycle path	Footpath	Physical separator between bicycle path and footpath
Desirable width (minimum)	1.5	1.5	1.0
Minimum width	1.2	1.2	0.5

5.1.5 Intersection Treatments

a) Pram Ramps

Source: Australian Standards AS 1742.9

Path priority crossing treatments allow off-road paths to continue across a road. These types of crossings typically include a raised platform and pavement markings to increase the conspicuity of the crossings and to encourage motorists to slow down and give way to people crossing the road way as show in Figure 8.

Path priority crossing treatments are only suitable for local roads that carry very low volumes of traffic (e.g. less than 2000 vehicles per day for collector roads and 800 vehicles per day for local streets). Where higher traffic volumes are expected, consideration towards signalised intersections should be given.



Figure 9: Example of pram ramps - Ames Street, Carlton North

b) Signalised Road Intersections

Source: Section 5.3.9 of Cycling Aspects of Austroads Guides (2014)

Signalised intersections are often associated with traffic routes and are therefore utilised by commuter cyclists. Wherever practicable, traffic routes and signalised intersections should provide the space and operational conditions to support cycling as a viable mode of transport. The needs of cyclists should be considered in relation to detection, signal phasing and timing, and road space. Off-road paths are often provided for non-commuter cyclists (e.g. the young and novice cyclists) and these paths often have to be incorporated into the functional layouts of signalised intersections. Traffic management considerations for cyclists at intersections are also provided in the Austroads Guide to Traffic Management Part 6.

The operation of traffic signals to accommodate cyclists is discussed in the Austroads Guide to Traffic Management Part 9 and traffic signal displays for cyclists in the Austroads Guide to Traffic Management Part 10.

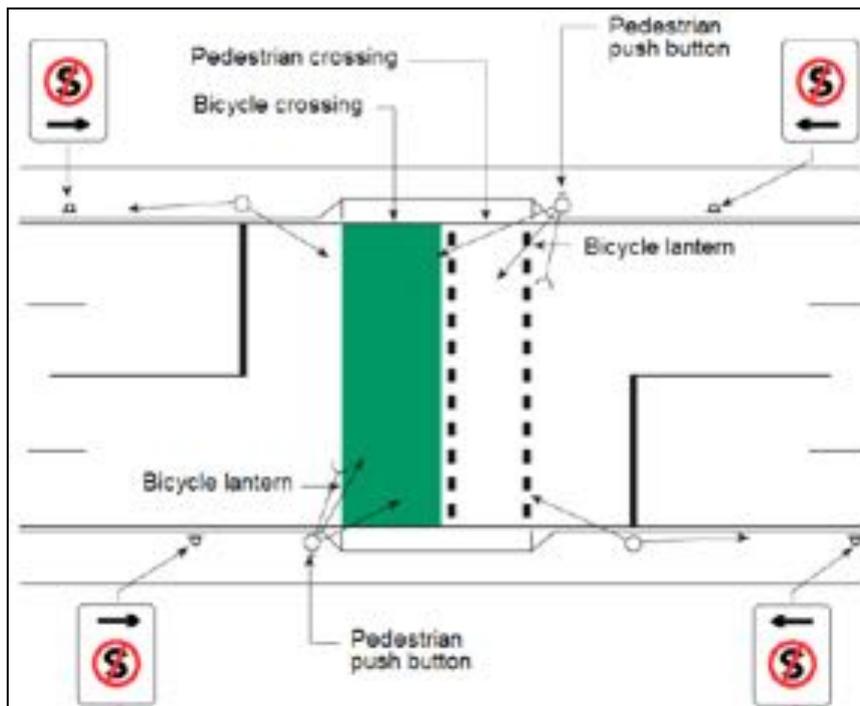


Figure 10: Example of signalised pedestrian / bicycle crossing

c) Path Terminal Treatments

Source: Section 7.8 of Cycling Aspects of Austroads Guides (2014)

A path terminal treatment may be required where a shared path or bicycle path intersects with a road and applies to recreational and commuter paths that cross a road from a reservation, or to paths that follow a major road and cross side streets. Guidance on the use and design of path terminal treatments is provided in Section 10 of Austroads Guide to Road Design Part 6A (2009).

Path terminal treatments for off-road, shared paths and bicycle paths are generally provided to:

- restrict illegal access by drivers of motor vehicles to road reserves and parkland to prevent damage to paths and other assets and prevent illegal waste dumping.
- advise cyclists that there is a road ahead and slow cyclists down before they cross the road.

The objective of a path terminal treatment is to prevent illegal vehicle access with a design and/or device that maintains a safer operating environment for cyclists. The Austroads Guide to Road Design Part 6A provides examples and guidelines for the design of the treatments that include separation of entry and exit, bollards or staggered fences.

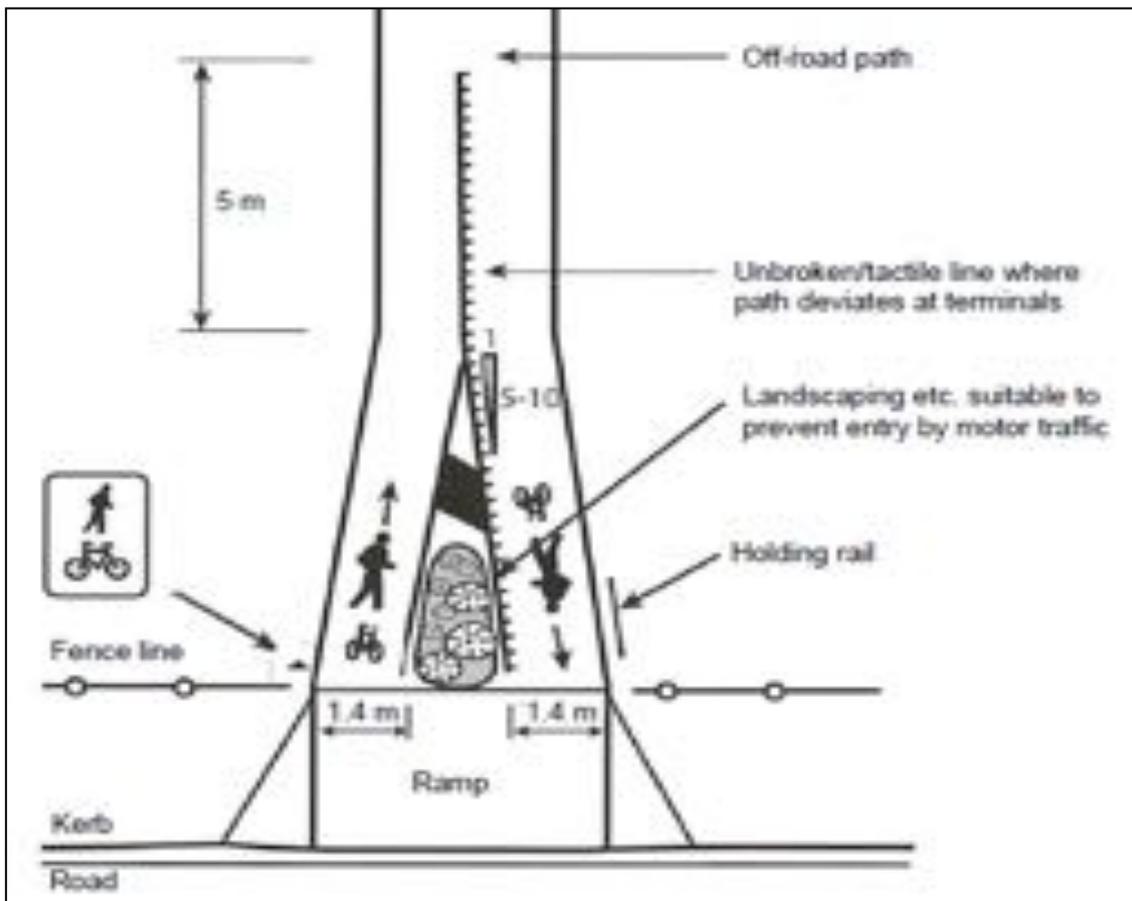


Figure 11: Off-road path terminal treatments - separate entry/exit terminal



Figure 12: Off-road path terminal treatments – bollard treatment



Figure 13: Off-road path terminal treatments – staggered fence treatment

d) At side roads

Source: Section 9.6.3 of Austroads Guide to Road Design Part 4 (2009) and Section 7.6.6 of Cycling Aspects of Austroads Guides (2014)

There are three types of treatments available for the design of path crossings of side streets, a design where the path approach is bent-out (i.e. is deviated away from the major road), a design where the approach is straight, and a treatment where a one-way bicycle path is deviated to become an on-road bicycle lane. These crossings are also covered in Section 9.6.3 of the Austroads Guide to Road Design Part 4. The first two types of treatment may be applied to bicycle paths or separated paths.

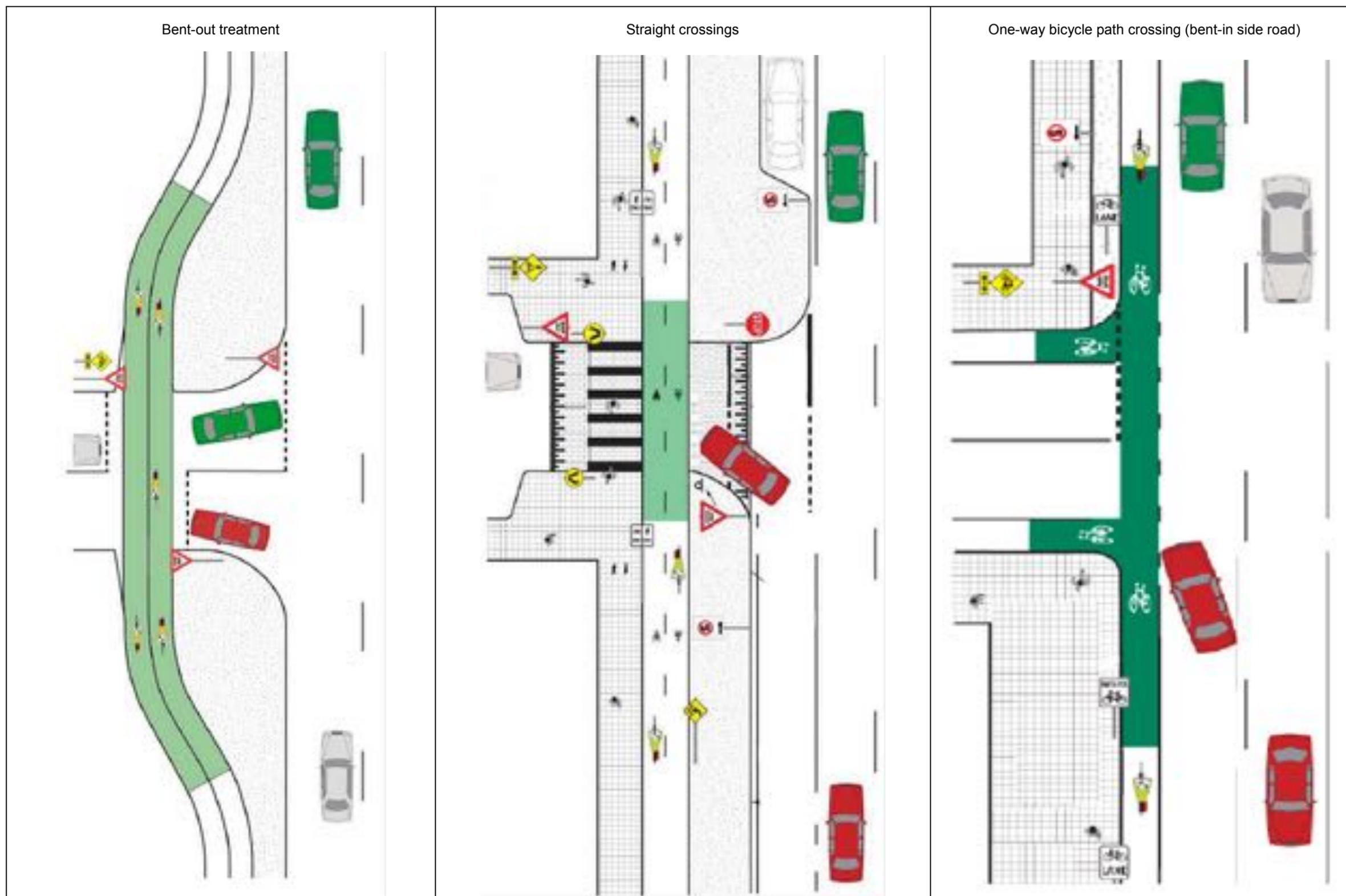


Figure 14: Types of crossings of side roads (Adapted from Section 7.6.6 of Cycling Aspects of Austroads Guides (2014))

e) Mid-block Crossing

Source: Section 7.6.4 of *Cycling Aspects of Austroads Guides (2014)*

An example of a mid-block off-road bicycle path crossing is shown in Figure 14.



Figure 15: Mid-block off-road bicycle path crossing. Adapted from Massachusetts Department of Transportation Separated Bike Lane Planning & Design Guide ³.

f) Driveway Crossings

Where the off-road bicycle path crosses a driveway, the design should clearly communicate that cyclists have the right-of-way.

For low volume residential driveways, the location of the path crossing should be clearly visible to motorists – vegetation and roadside furniture should be removed as not to cause a safety hazard. A higher level of treatment is usually not required unless an engineering assessment indicates a need.

At crossings (both controlled and uncontrolled) of high volume residential or commercial driveways, or any industrial driveway, a higher level of treatment may be required. These treatments include:

- Raised bicycle path crossing
- Installation of road humps on the driveway approach to the crossing
- The bicycle path painted green across the conflict point
- Bicycle warning signs

³ Adapted from MassDOT Separated Bike Lane Planning & Design Guide, Chapter 4, Section 4.5
<https://www.massdot.state.ma.us/highway/DoingBusinessWithUs/ManualsPublicationsForms/SeparatedBikeLanePlanningDesignGuide.aspx>

Section 5.2 – On-Road Bicycle Lanes

5.2.1 Description

This section briefly describes various types of bicycle lane treatments and provides guidance on the use and the width of the treatments. Further details can be found in Section 4.4 of the Cycling Aspects of Austroads Guides (2014); however the type of treatments listed in this Section for use on strategically important cycling corridors focus on separating cyclists from motor vehicles wherever possible.

a) Separated Bicycle Lanes

Source: *Section 4.4.3 of the Cycling Aspects of Austroads Guides (2014)*

The provision of a separated bicycle lane aims to improve the safety for cyclists by providing (physical) separation from other motor traffic whilst maintaining directness of travel and priority at intersections. Separated bicycle lanes are also referred to as:

- protected separated bicycle lanes
- kerb separated bicycle lanes.

Protected Separated Bicycle Lanes

Source: *Section 4.4.3 of Cycling Aspects of Austroads Guides (2014) and Section 4.8.5 of Australian Guide to Road Design Part 3 (2016)*

A protected separated bicycle lane:

- is usually considered where a substantial length of road is being widened or duplicated and where there are few driveways and intersections
- generally provides a higher level of service for cyclists (compared to unprotected on-road bicycle lanes) and has been shown to promote increased patronage on cycling routes
- is an option to be considered where a full width off-road path with suitably high levels of directness and priority for cyclists at intersections cannot be achieved within the existing road reservation.
- may be applied in urban areas where parking is prevalent
- is characterised by a raised separation strip to physically prevent vehicular access to the bicycle lane and provide clearances for the opening of car doors.

The raised separator generally requires breaks in the kerb to maintain the free drainage of the road (in a retrofit situation) or otherwise a specific drainage system needs to be installed. Frequent maintenance of these bicycle lanes is required to ensure that they do not accumulate debris and litter that would normally be collected by a street sweeper in routine road maintenance. This is important because cyclists using this type of facility are unable to readily deviate around debris (as they could when using a conventional bicycle lane) such as glass, stones, and other objects that could puncture a tyre.



Figure 16: On-road one-way separated bicycle path on St Kilda Road near Linlithgow Avenue

Protected bicycle lanes are typically one-way, travelling in the same direction as the adjacent traffic lanes; however they may be two-way where:

- Origins and destinations are on the same side of the road and as such, road crossings can be avoided.
- There is no choice other than for a treatment within the road reserve in a length generally consisting of paths and where the need for road crossings by cyclists can be avoided.
- Relatively few driveway crossings exist, particularly where the route is used by children.
- Parking demand is low in the area of the treatment, and as a consequence would be removed.
- The road is wide such that parking is retained adjacent to (but outside of) the bicycle lane area. In this instance, the facility is regarded as appropriate only where the parking is long-term.



Figure 17: Example of protected two way lanes - Fitzroy Street, St Kilda

Kerb Separated Path

Source: Section 4.4.3 of Cycling Aspects of Austroads Guides (2014)

The treatment is raised above the traffic lanes and is usually situated alongside semi-mountable kerb and channel, unless a flush treatment is required for drainage considerations in which case a 600 mm wide flush kerb or edge strip may be used.

Kerb separated paths are appropriate in constrained locations where a buffer between a bicycle lane and a roadway cannot be provided, or only a narrow buffer can be provided. Because of the narrow buffer, raised bicycle lanes are generally not recommended for two-way operation or to be adjacent to on-street parking, unless provisions are made to ensure the safety of cyclists adjacent to the traffic or parking lane.

At certain locations, the separation may need to be increased by 1.0 m from the back of kerb to provide clearance from car doors where kerbside parking is likely to occur.



Figure 18: Kerb separated bicycle lane



Figure 19: Two way kerb bicycle path on Beaconsfield Parade

b) Contra-flow Exclusive Bicycle Lane

Source: Section 4.4.2 of Cycling Aspects of Austroads Guides (2014)

A contra-flow bicycle lane is an exclusive bicycle lane that enables cyclists to travel in both directions in a one-way street. Contra-flow bicycle lanes:

- should be considered as an acceptable treatment in urban environments where sufficient road widths exist to provide a safer treatment
- should have a width appropriate to the situation (refer to 'bicycle lane widths'); absolute minimum = 1.5 m; desirable = 1.8 m
- should be physically separated from motor traffic where used in speed zones ≥ 60 km/h by a raised traffic island (preferable) or a safety strip that is desirably 1 m wide (0.6 m minimum)
- without physical separation from the adjacent traffic lane (e.g. a raised island), may generally be appropriate only in speed zones up to 50 km/h

- may be placed between parked cars and the kerb where bicycle access is important. Although this is not ideal, it may be satisfactory where cyclists do not need to frequently leave or join the facility over its length and cycling speeds are low. In such cases, it is imperative to provide a 1.0 m separator (preferably a raised island) to allow for vehicle overhang or opening car doors.



Figure 20: Example of contra-flow lane - Lennox Street, City of Yarra

5.2.2 Bicycle Lane Widths

Source: Section 7.5.4 of Cycling Aspects of Austroads Guides (2014)

The tables in this section describe the recommended width of separated bicycle lanes. Recommended widths are shown in yellow.

a) One-way Bicycle Lanes

Table 7: Separated paths - one-way path⁴

	Bicycle lane width (m)
Desirable minimum width	1.5
Minimum width – typical maximum	1.2 – 2.5

⁴ Section 7.5.4 of Cycling Aspects of the Austroads Guides (2014).

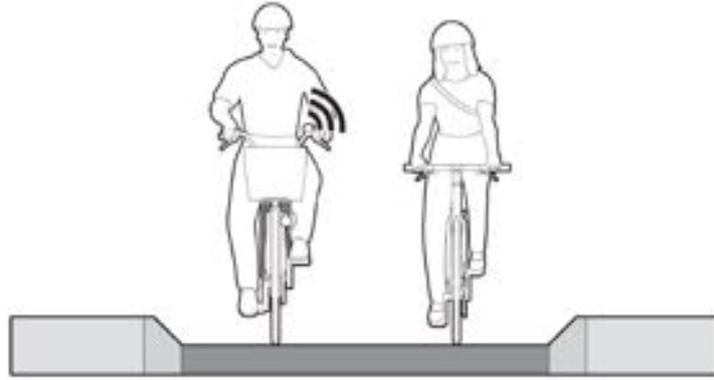


Figure 21: A desirable minimum width of 1.5 m allows passing movements to be undertaken⁵

b) Separated Paths - two-way path

Table 8: Separated paths - two-way path⁶

	Bicycle lane width (m)
Desirable minimum width	3.0
Minimum width – typical maximum	2.5 ⁽¹⁾ - 4.0 ⁽²⁾

1. A lesser width should only be adopted where cyclist volumes and operational speeds will remain low
2. A greater width may be required where the number of cyclists is very high

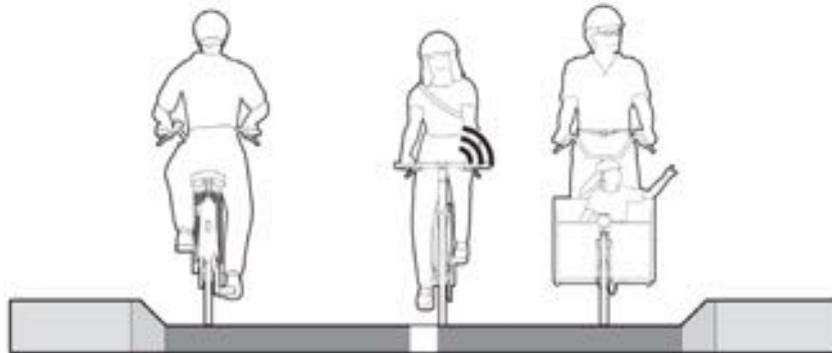


Figure 22: A desirable minimum width of 3.0 m allows passing movements to be undertaken⁵

5.2.3 Bicycle Lane Elevation

a) Separated Bicycle Path

Separated bicycle paths may be raised against the adjacent roadway to provide a vertical separation between cyclists and motor vehicles. This is especially the case for kerb bicycle lanes where in some cases, a wide physical barrier between the roadway and bicycle path may not be feasible (see Figure 17). Consideration may also be given to provide a difference of level between the bicycle lane and adjacent footpath to discourage encroachment from pedestrians.

⁵ Image source: MassDOT Separated Bike Lane Planning & Design Guide, Chapter 3, Section 3.3.2 <https://www.massdot.state.ma.us/highway/DoingBusinessWithUs/ManualsPublicationsForms/SeparatedBikeLanePlanningDesignGuide.aspx>

⁶ Section 7.5.4 of Cycling Aspects of the Austroads Guides (2014).

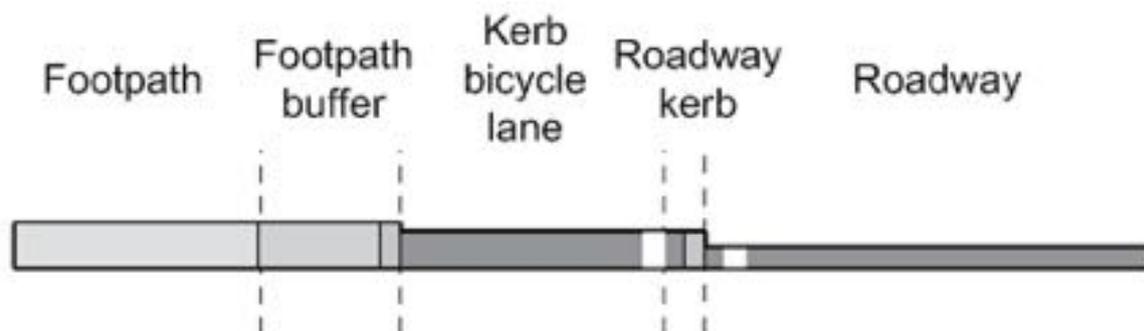


Figure 23: Example cross section of a raised kerb bicycle lane showing the bicycle lane on a higher level than the roadway but lower than the footpath⁷

Other considerations for raised kerb bicycle lanes include:

- Where this treatment has priority movements across an intersection, a ramp up/down is required where the path is to be at road level. A ramp is not required if the bicycle lane is provided on a raised crossing or the roadway is placed on a raised platform which is the same level as the raised kerb bicycle lane.
- Where this treatment rejoins the road as an exclusive bicycle lane prior to major intersections, this should be accommodated by means of a ramp up/down to the road pavement surface with a grade no steeper than 10% to transition the level difference.
- Refer to Section 5.2.4 of this document for arrangements at intersections

5.2.4 Intersection Treatments

Source: Sections 5.3 and 5.4 of Cycling Aspects of Austroads Guides (2014)

The crossing of a separate bicycle path across a road intersection poses safety issues for cyclists, namely the risk of collision between cyclists and motorists due to motorists not being aware of cyclists. Therefore, the design of road crossings at intersections needs to provide a safe riding environment, of which can be achieved through continuing the separation of cyclists and motorists through the intersection.

As shown in Figure 23, the approach to the conflict point comprises three zones⁸:

- Recognition zone – the approaching cyclist and motorist have an opportunity to see each other and evaluate their respective approach speeds.
- Decision zone – the cyclist or motorist identifies who is likely to arrive at the intersection first and adjust their speed to give way or stop if necessary.
- Stop zone – space for the motorist or cyclist to stop if needed.

⁷ Image source: MassDOT Separated Bike Lane Planning & Design Guide, Chapter 3, Section 3.3.2
<https://www.massdot.state.ma.us/highway/DoingBusinessWithUs/ManualsPublicationsForms/SeparatedBikeLanePlanningDesignGuide.aspx>

⁸ MassDOT Separated Bike Lane Planning & Design Guide, Chapter 4, Section 4.2.4
<https://www.massdot.state.ma.us/highway/DoingBusinessWithUs/ManualsPublicationsForms/SeparatedBikeLanePlanningDesignGuide.aspx>

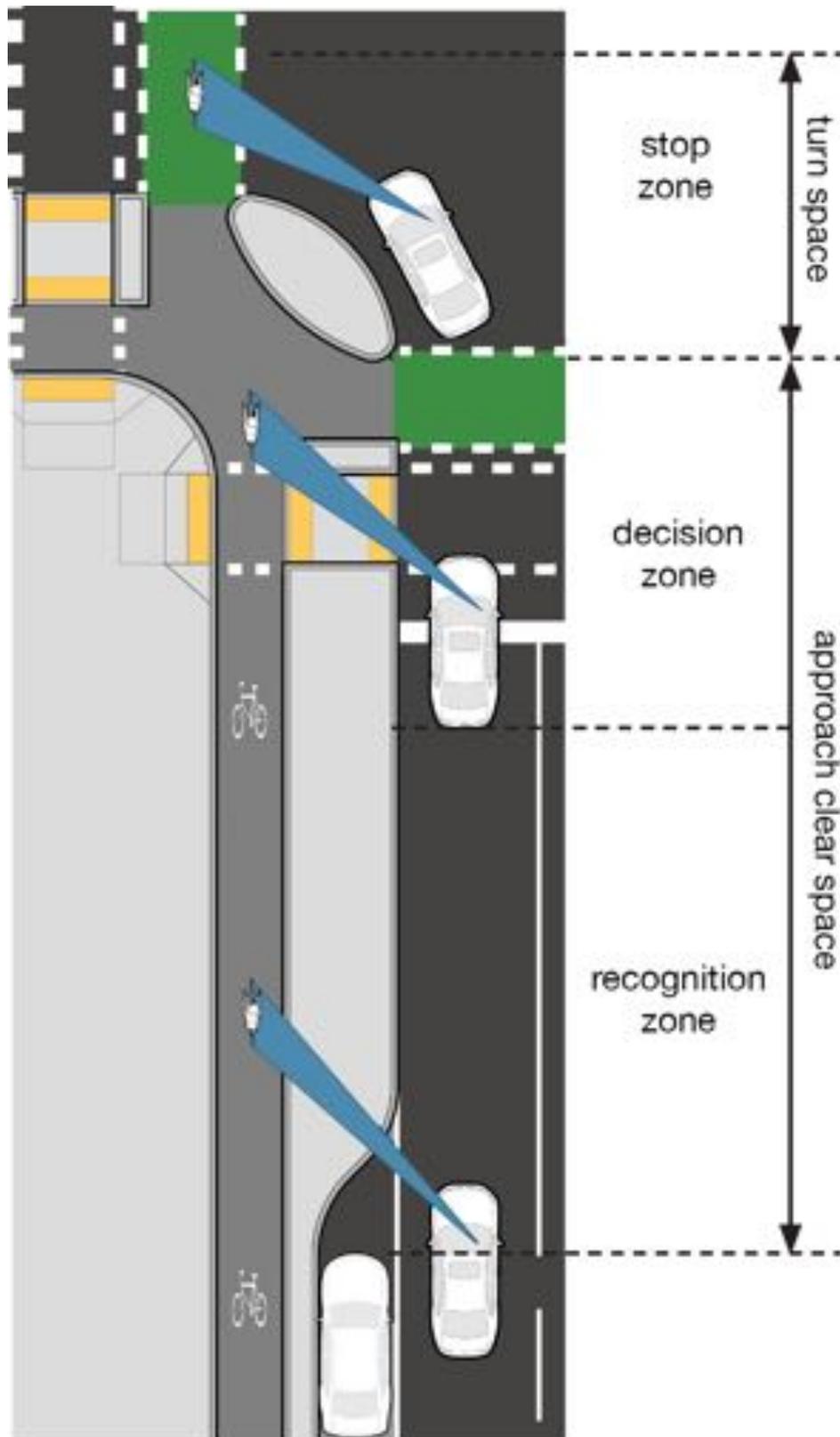


Figure 24: Approach to the conflict point at an intersection. Adapted from Massachusetts Department of Transportation Separated Bike Lane Planning & Design Guide⁹

⁹ Image source: MassDOT Separated Bike Lane Planning & Design Guide, Chapter 4, Section 4.2.4 <https://www.massdot.state.ma.us/highway/DoingBusinessWithUs/ManualsPublicationsForms/SeparatedBikeLanePlanningDesignGuide.aspx>

a) Separated Path Crossing

Source: Section 5.3.9 of Cycling Aspects of Austroads Guides (2014)

Figure 24 shows an example of a multi-lane road intersection with off-road bicycle paths on one road and a shared path on the other road in a constrained road reservation. In this case, the various paths adjoin and cross parallel to the intersecting roads. This example shows two-way bicycle paths on both sides of one road and shared paths on both sides of the intersecting road. For this type of treatment, it is desirable to have separate detection and lanterns for cyclists and pedestrians (refer to Austroads Guide to Traffic Management Part 9 (2014) and Austroads Guide to Traffic Management Part 10 (2016)).

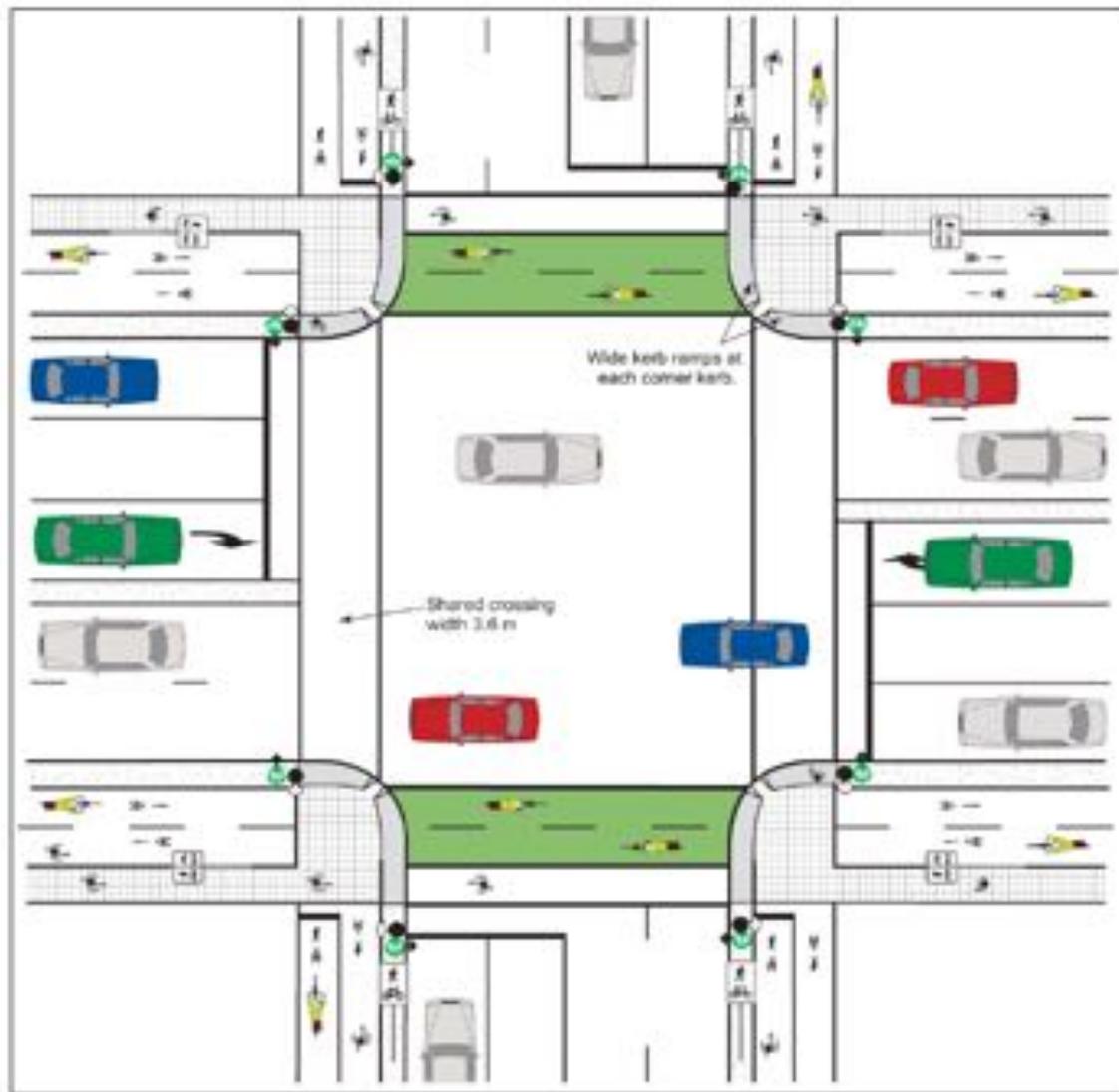


Figure 25: Shared path and two-way bicycle path at a signalised intersection

Figure 25 shows how protected two-way bicycle lanes can be provided at and on the approach to the signalised intersection.

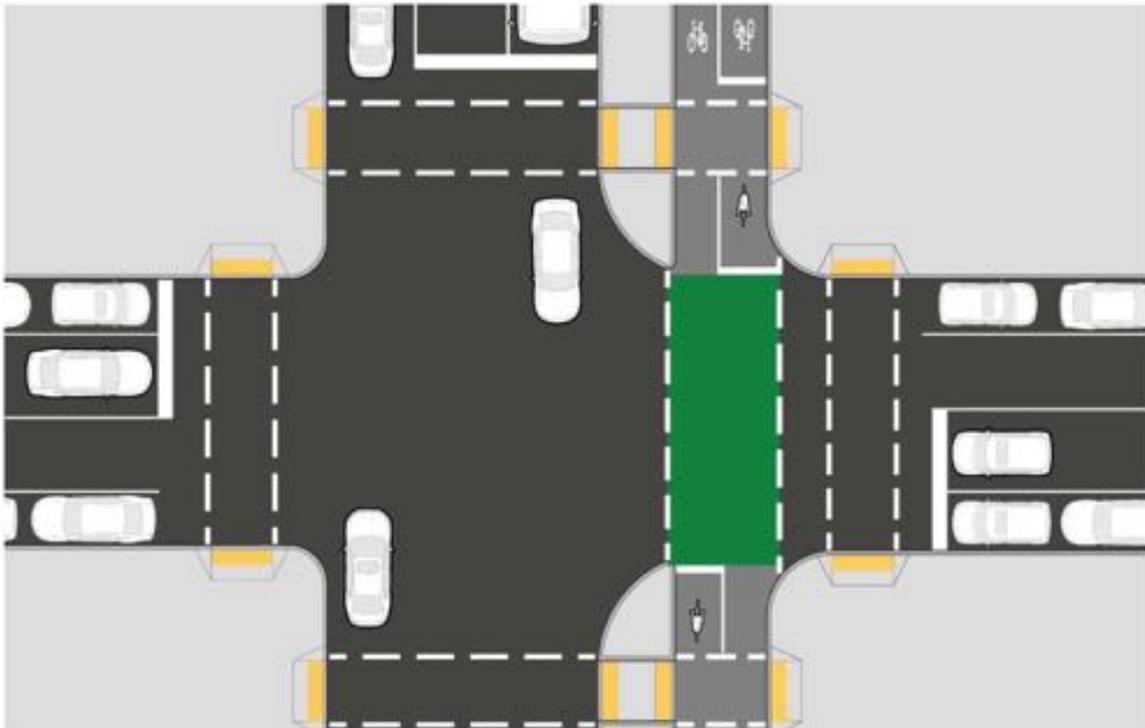
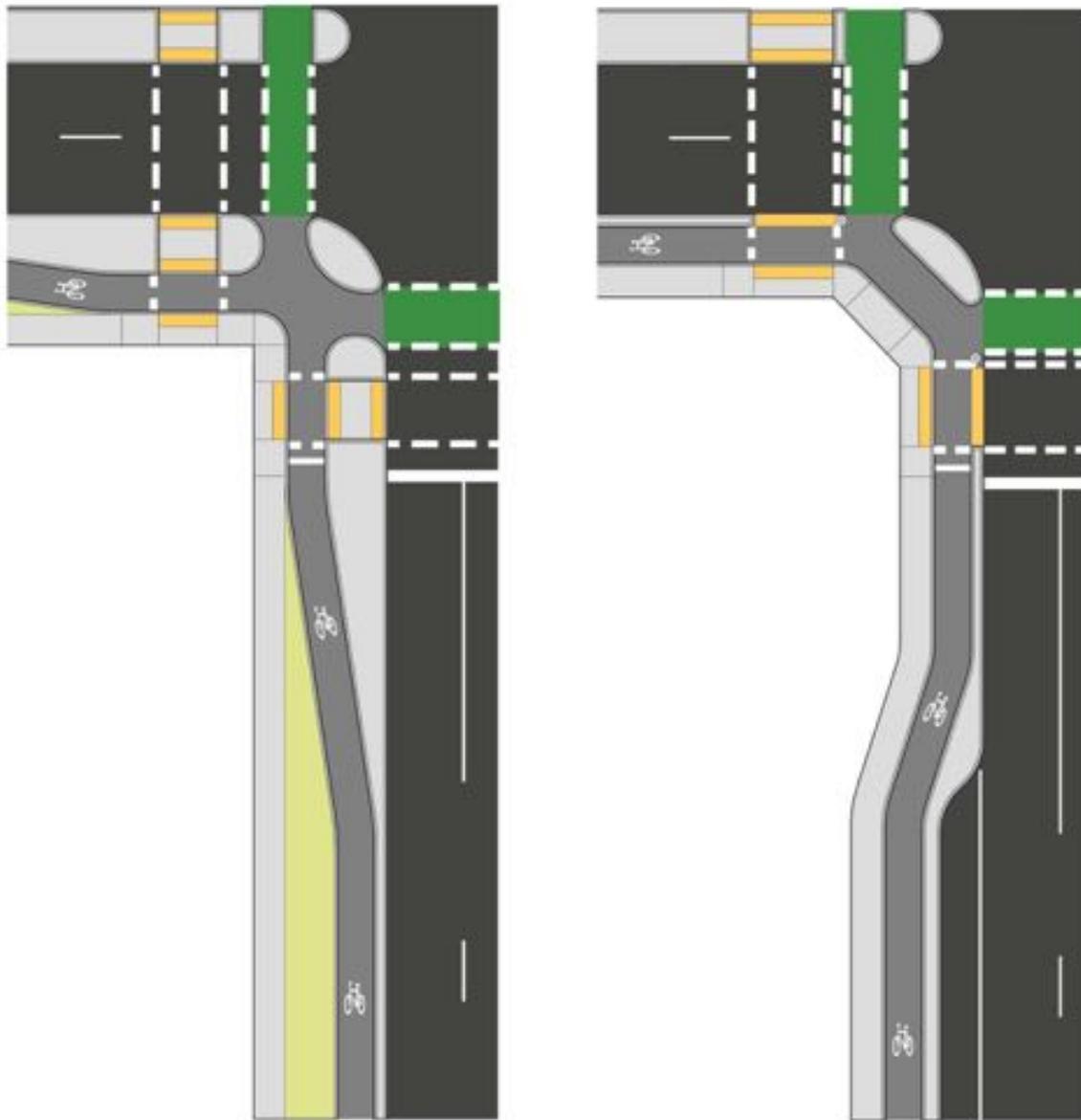


Figure 26: Protected two-way bicycle lane crossing an intersection. Adapted from Massachusetts Department of Transportation Separated Bike Lane Planning & Design Guide¹⁰

¹⁰ MassDOT Separated Bike Lane Planning & Design Guide, Chapter 4, Section 4.2.5
<https://www.massdot.state.ma.us/highway/DoingBusinessWithUs/ManualsPublicationsForms/SeparatedBikeLanePlanningDesignGuide.aspx>

b) Kerb Bicycle Lanes

Figure 26 shows possible arrangements for kerb bicycle lanes at and on the approach to the signalised intersection. It should be noted that the 'bend-out' option provides the greatest amount of sight distance (and thus reaction time) between turning vehicles and approaching cyclists. The 'bend-in' option may be used where there are space restrictions at the intersection.



Bend-out example

Bend-in constrained example

Figure 27: Protected bicycle lanes at an intersection. Adapted from Massachusetts Department of Transportation Separated Bike Lane Planning & Design Guide¹¹

¹¹ MassDOT Separated Bike Lane Planning & Design Guide, Chapter 4, Section 4.3.2
<https://www.massdot.state.ma.us/highway/DoingBusinessWithUs/ManualsPublicationsForms/SeparatedBikeLanePlanningDesignGuide.aspx>

c) Right Turns from Protected Bicycle Lane to On-Road Bicycle Lane

Source: Section 5.3.9 of Cycling Aspects of Austroads Guides (2014)

The treatment shown in Figure 27 is similar to that used at large signalised intersections to assist bicycle hook turns between a separated path and a bicycle lane on the intersecting road. Up to four bicycles can be accommodated in this area while waiting for a green right-turn arrow. If the cyclist volume is high, green pavement surfacing should be considered on both the holding area and the bicycle crossing.

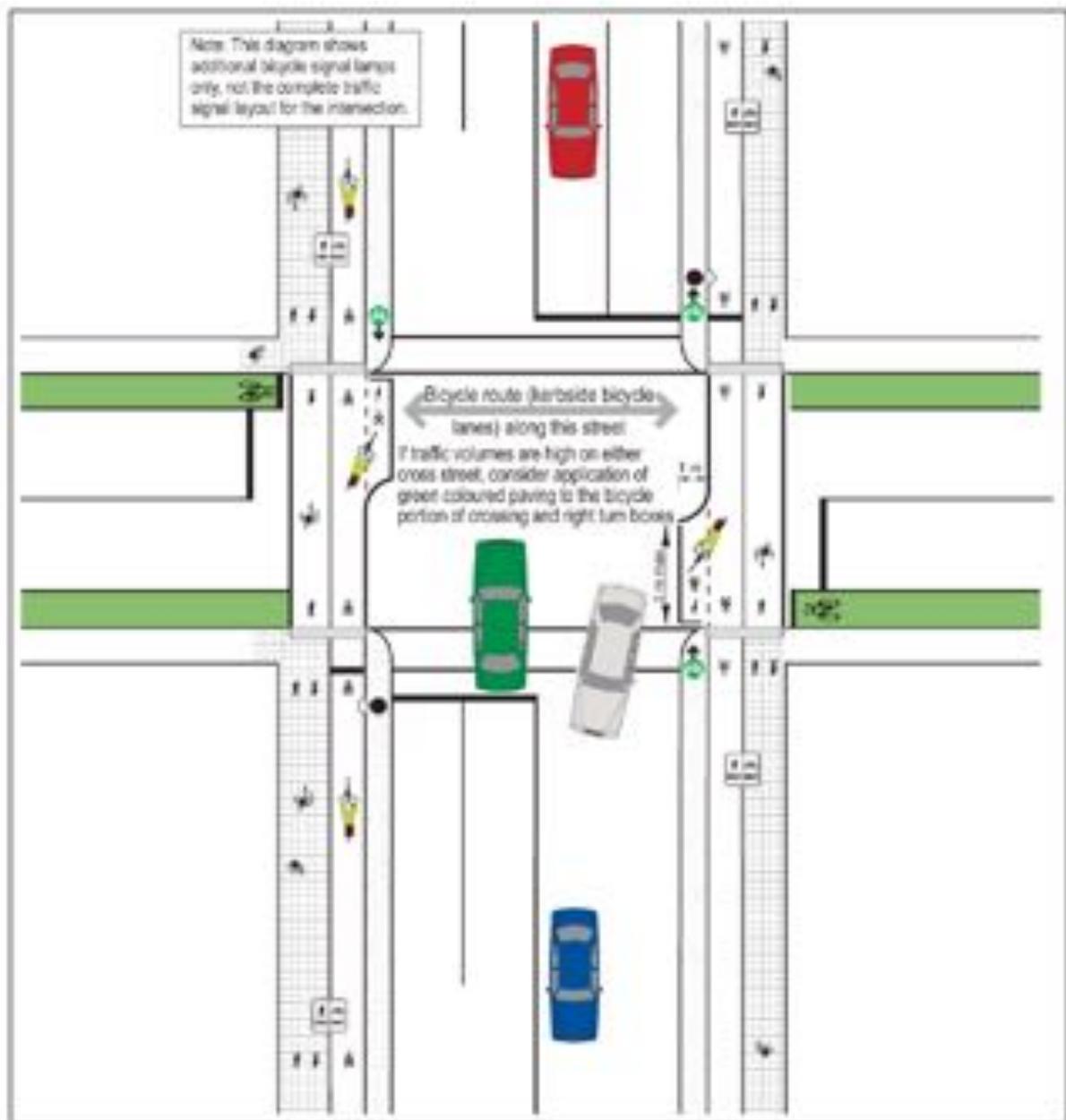


Figure 28: Right turn from an off-road bicycle path to an on-road bicycle lane

d) Driveway Crossings

Where the separated bicycle lane crosses a driveway, the design should clearly communicate that cyclists have the right-of-way.

For low volume residential driveways, the location of the bicycle lane crossing should be clearly visible to motorists – vegetation and roadside furniture should be removed as not to cause a road safety hazard. A higher level of treatment is usually not required unless an engineering assessment indicates a need.

At crossings (both controlled and uncontrolled) of high volume residential or commercial driveways, or any industrial driveway, a higher level of treatment may be required. These treatments include:

- Raised bicycle lane crossing
- Installation of road humps on the driveway approach to the crossing
- The bicycle lane painted green across the conflict point
- Bicycle warning signs

Where the bicycle lane is adjacent to a road (e.g. kerb bicycle lane) and parking is allowed parallel to the bicycle lane, parking should be restricted in advance of the driveway to achieve adequate approach sight distance. A clear line of sight should be provided between motorists exiting and entering the driveway and approaching bicycles. Sight lines should be examined before major reconstruction projects to identify strategies to further improve visibility while balancing on street parking availability (e.g. relocating streetscape elements, lengthening curb extensions, etc.)¹².

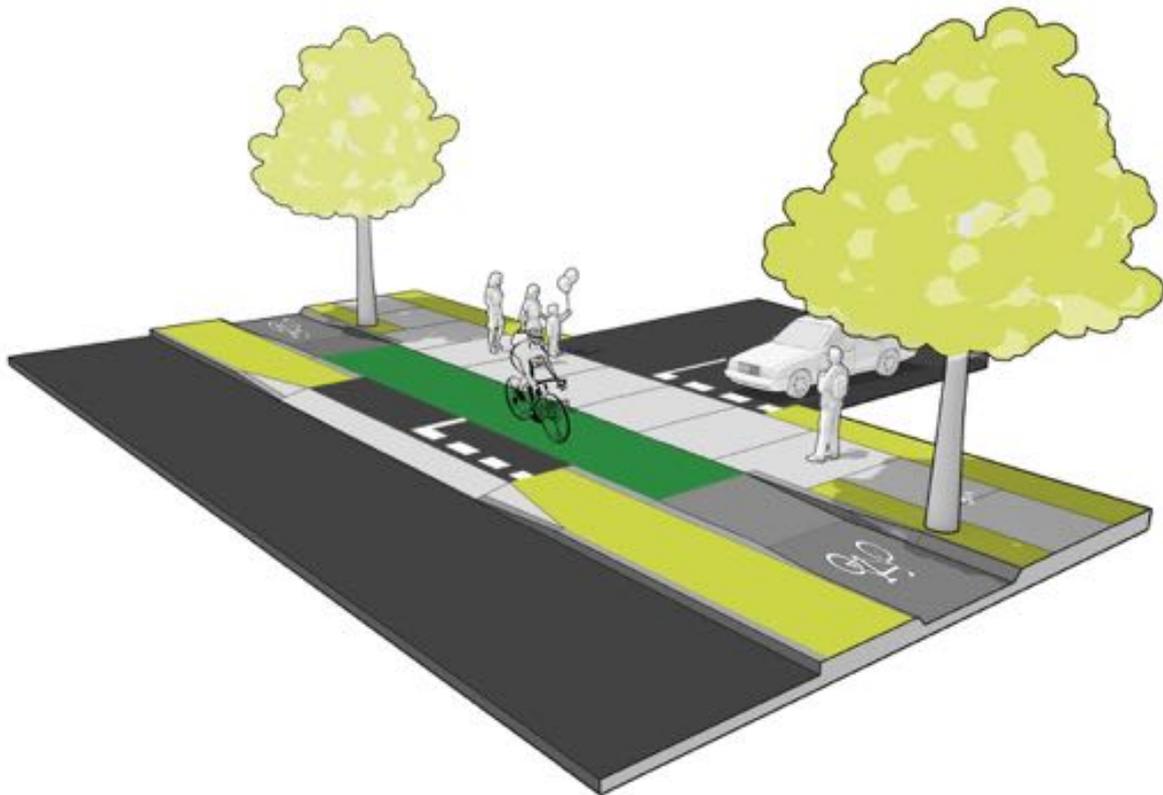


Figure 29: Example of side street / wide driveway bicycle path crossing. Adapted from Massachusetts Department of Transportation Separated Bike Lane Planning & Design Guide

¹² MassDOT Separated Bike Lane Planning & Design Guide, Chapter 4, Section 4.3.5
<https://www.massdot.state.ma.us/highway/DoingBusinessWithUs/ManualsPublicationsForms/SeparatedBikeLanePlanningDesignGuide.aspx>

e) Transition from Protected Separated Bicycle Lane to Road Sharing or Bicycle Lane

The figures below show the transition from a protected separated bicycle lane to road sharing or a bicycle lane. Other treatments, such as road humps, may be used to slow motorist operating speeds.

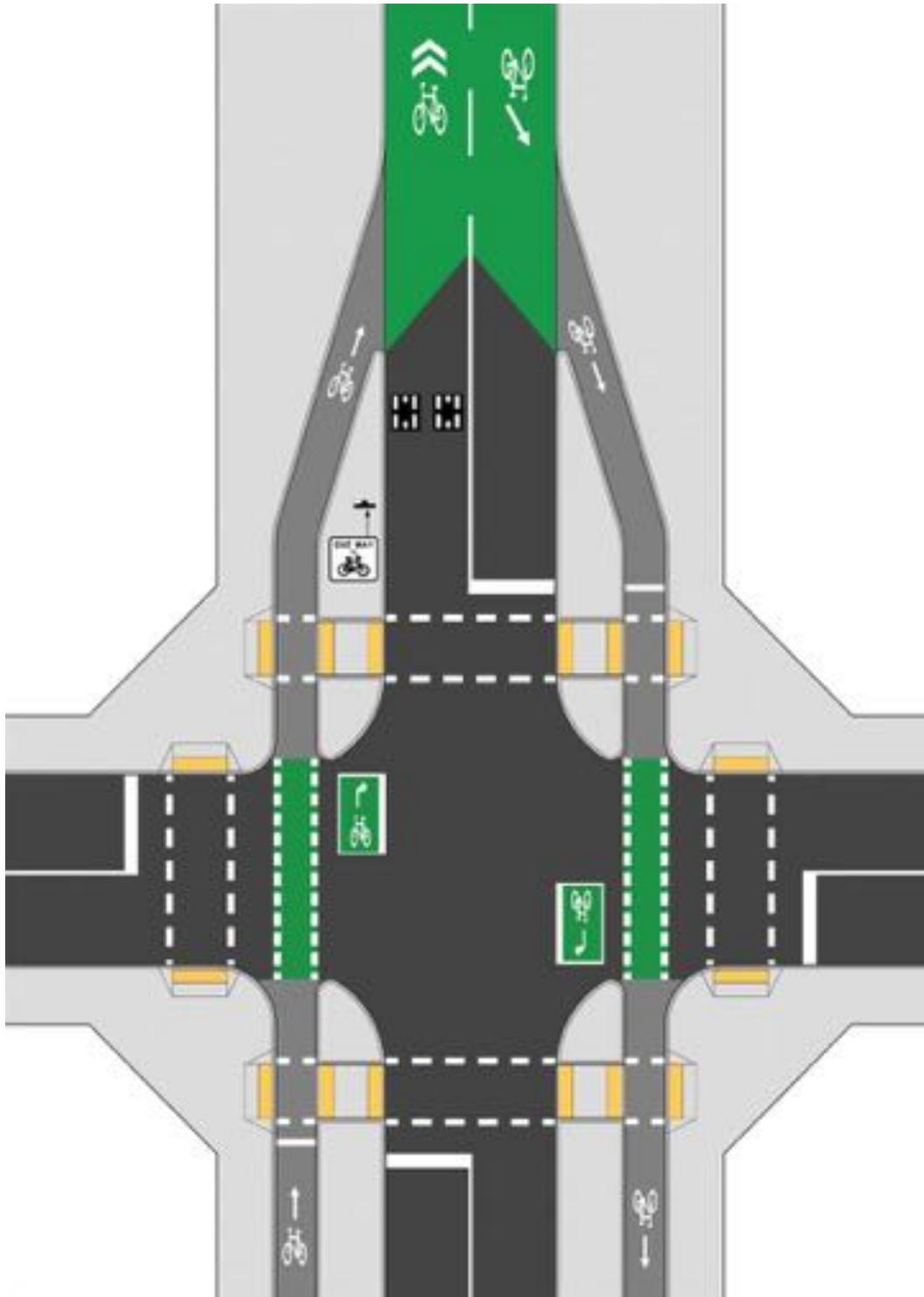


Figure 30: Transition from protected separated bicycle lane to road sharing. Adapted from Massachusetts Department of Transportation Separated Bike Lane Planning & Design Guide¹³

¹³ Adapted from MassDOT Separated Bike Lane Planning & Design Guide, Chapter 4, Section 4.5 <https://www.massdot.state.ma.us/highway/DoingBusinessWithUs/ManualsPublicationsForms/SeparatedBikeLanePlanningDesignGuide.aspx>

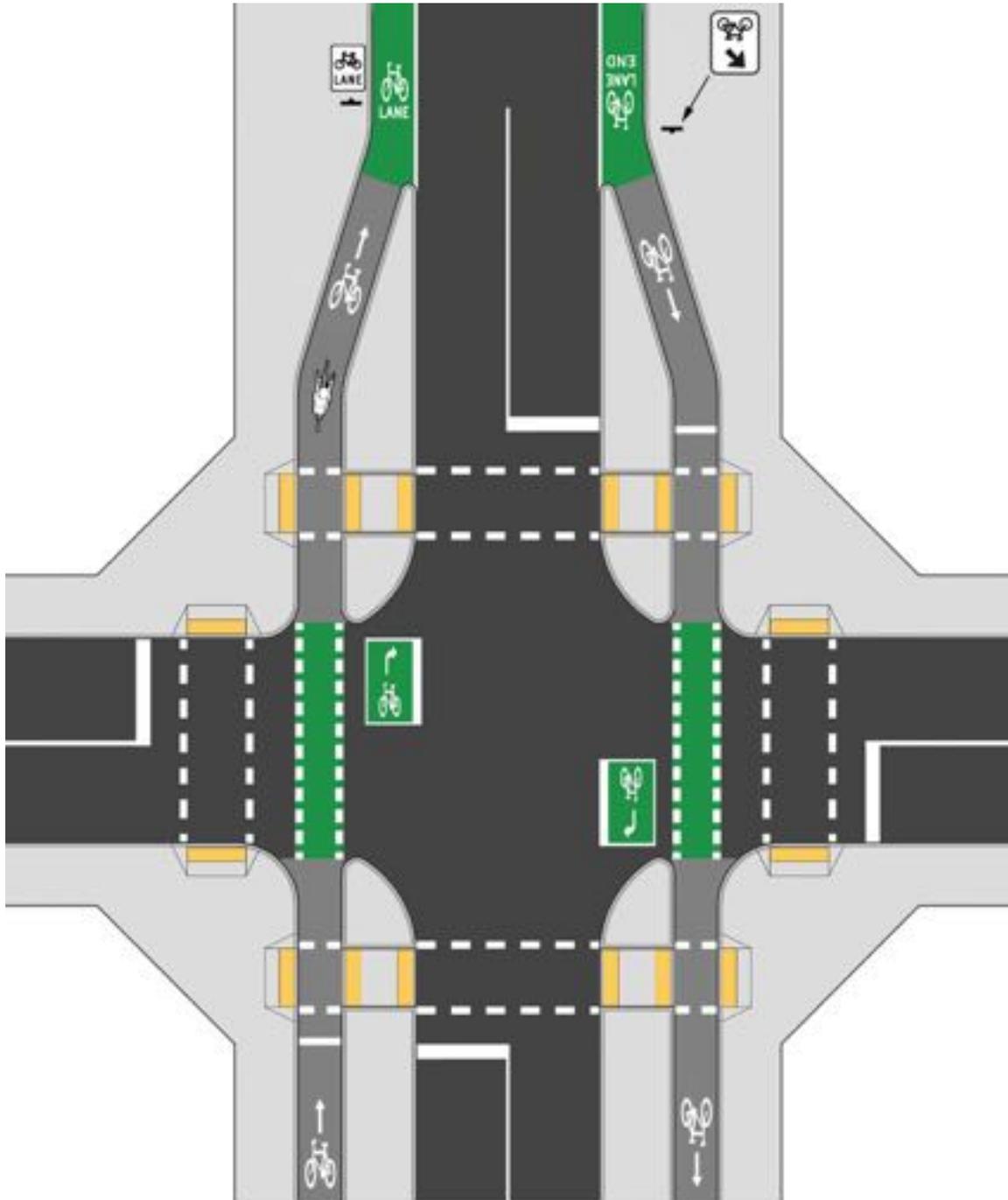


Figure 31: Transition from protected separated bicycle lane to a bicycle lane. Adapted from Massachusetts Department of Transportation Separated Bike Lane Planning & Design Guide ¹⁴

¹⁴ Adapted from MassDOT Separated Bike Lane Planning & Design Guide, Chapter 4, Section 4.5 <https://www.massdot.state.ma.us/highway/DoingBusinessWithUs/ManualsPublicationsForms/SeparatedBikeLanePlanningDesignGuide.aspx>

f) Transition from One-way Protected Separated Bicycle Lane to Two-way Protected Separated Bicycle Lane

The figures below show the transition from a one-way protected separated bicycle lane to two-way protected separated bicycle lane. Traffic signal phasing which includes bicycle movements should be considered in these treatments to provide head starts for cyclists.

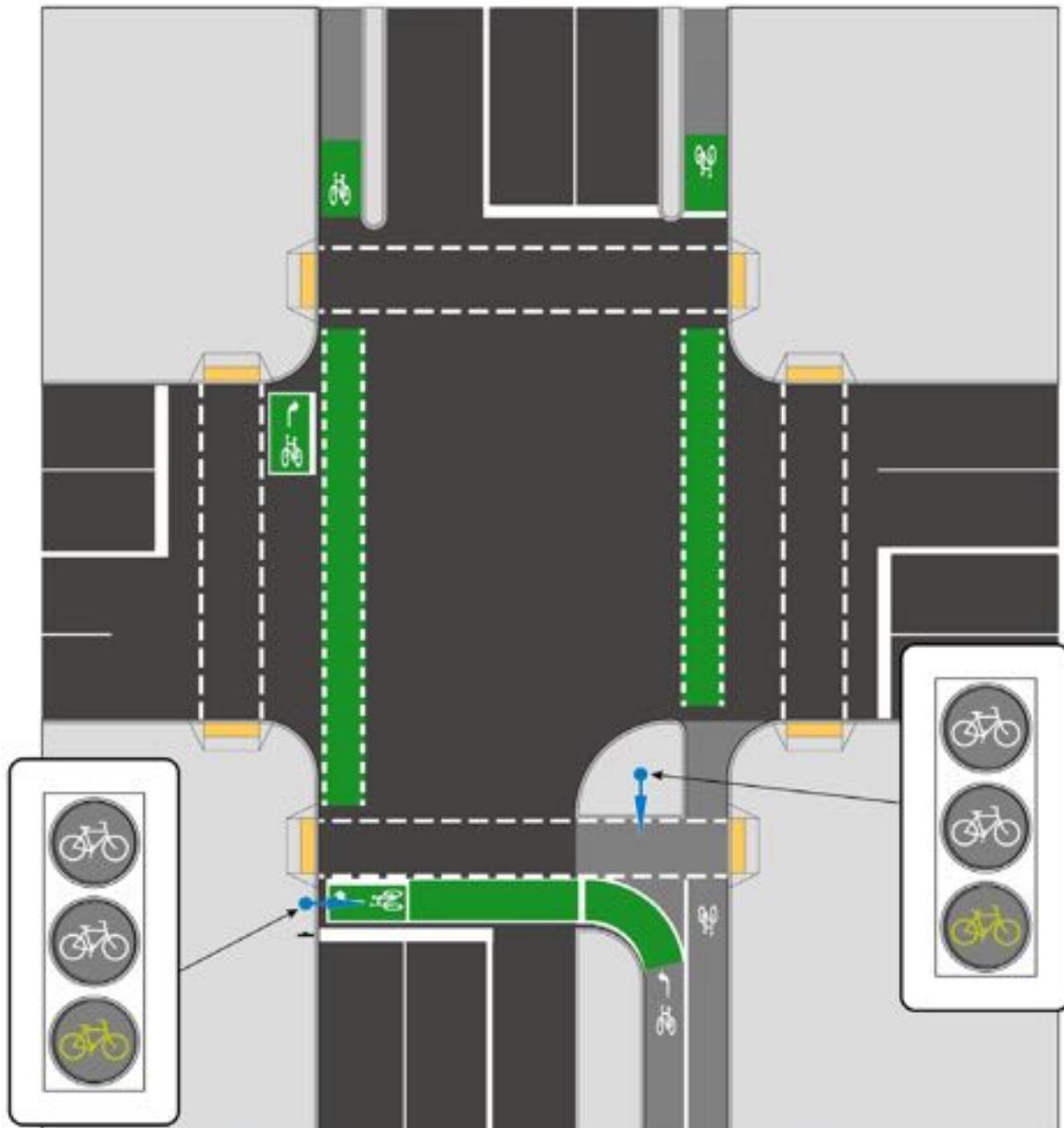


Figure 32: Transition from a one-way protected separated bicycle lane to two-way protected separated bicycle lane.¹⁵

¹⁵ Adapted from MassDOT Separated Bike Lane Planning & Design Guide, Chapter 4, Section 4.5
<https://www.massdot.state.ma.us/highway/DoingBusinessWithUs/ManualsPublicationsForms/SeparatedBikeLanePlanningDesignGuide.aspx>

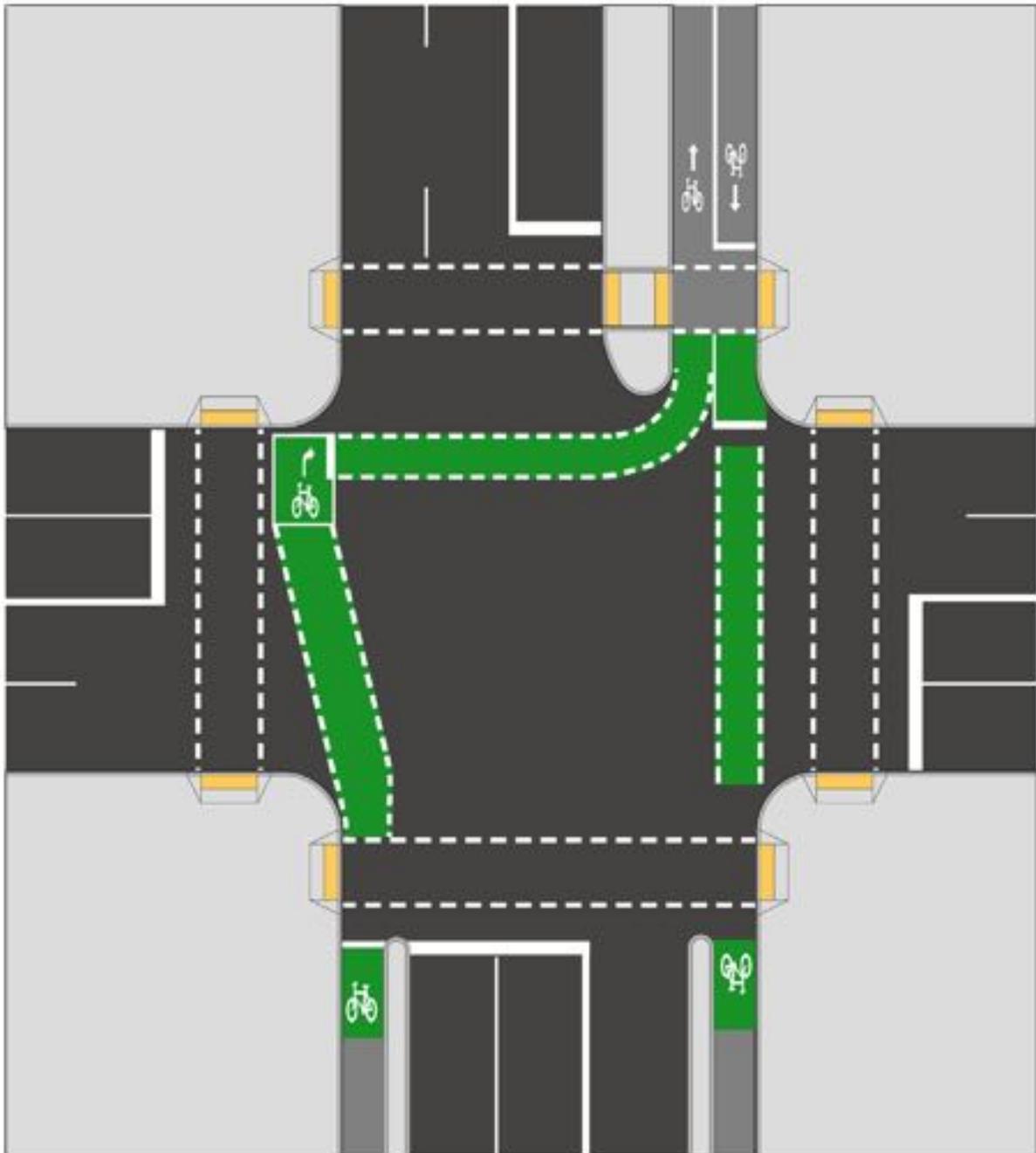


Figure 33: Transition from a one-way protected separated bicycle lane to two-way protected separated bicycle lane. Adapted from Massachusetts Department of Transportation Separated Bike Lane Planning & Design Guide ¹⁶

¹⁶ Adapted from MassDOT Separated Bike Lane Planning & Design Guide, Chapter 4, Section 4.5 <https://www.massdot.state.ma.us/highway/DoingBusinessWithUs/ManualsPublicationsForms/SeparatedBikeLanePlanningDesignGuide.aspx>

5.2.5 Pavement Markings

Green coloured pavement surfaces may be used to enhance the delineation of areas of pavement that are used for bicycle lanes. The recommended Australian Standard colour for bicycle facility surfacing is Emerald Green G13 (refer to Section 6.6 of Austroads Guide to Traffic Management Part 10 (2016)).

For protected bicycle lanes, the use of green surfacing for bicycle lanes is generally used in the following situations:

- Areas where the paths of motor vehicles and bicycles cross or weave, typically on the approaches and departures of intersections at the tapers to left-turn lanes and added lanes (diverge and merge areas)
- Within particularly complex intersections, or very wide intersections, where enhanced delineation of the bicycle lane is essential.



Figure 34: Example of green coloured pavement surfacing

Section 5.3 – Bicycle and Motor Vehicle Road Sharing

5.3.1 Description

Where separation of cyclists from the road is not possible, treatments where cyclists and motorists share the same length of road can be considered. However, road sharing increases the level of risk to cyclists compared to off-road or separate facilities due to the differential speed between cyclists and motor vehicles.

Practitioners need to be aware of the following:

- Road sharing may only be used on low speed roads where the speed differential is lower between bicycles and vehicles.
- Although signage and pavement markings have the ability to raise the awareness of cyclists, there is still the possibility of a collision between a vehicle and cyclist.
- Motorists may become frustrated by cyclists blocking lanes and the perceived additional travel time.



Figure 35: Example of road sharing on Napier Street, Fitzroy

5.3.2 The Safe System

The Safe System is a road safety philosophy that requires roads to be designed and managed so that fatality and serious injury are avoidable. The basic principles are:

1. Humans are fallible, and will inevitably make mistakes when driving, riding or walking.
2. Despite this, road trauma should not be accepted as inevitable. No one should be killed or seriously injured on our roads.
3. So, to prevent serious trauma, the road system must be forgiving, so that the forces of collisions do not exceed the limits that the human body can tolerate¹⁷.

The Safe System is divided into four core interrelated components:

- Safer roads
- Safer speeds
- Safer vehicles
- Safer people

The Safe System principles are embedded in the Victorian Towards Zero Safety Strategy.

Research undertaken for the Safe System has shown the risk of fatality for a cyclist in a crash with motor vehicles decreases to 10% when the motor vehicle is travelling at 30 km/h¹⁸. As such, where road sharing is to occur, the operating speed of motor vehicles should be below 40 km/h.

The volume of motor vehicles on roads where sharing is to occur, should be in accordance with Figure 3 in this document.

5.3.3 Treatment Types

a) Bicycle Streets

Source: VicRoads Guidance on Treating Bicycle Car Dooring Collisions

Bicycle streets are roads where bicycles are given priority over motor vehicles. Bicycle riders are encouraged to ride in the general traffic lane whereby other vehicles are expected to share the traffic lane with bicycle riders.

¹⁷ Safe System Solutions Pty Ltd, "Safe System Auditing", <http://www.safesystemsolutions.com.au/safe-system-assessments.html>

¹⁸ Wramborg P, A New Approach to a Safe and Sustainable Traffic Planning and Street Design for Urban Areas, Road Safety on Four Continents Conference, Warsaw, 2005.

This treatment is most appropriate on undivided two lane roads where the operating speed is 30 km/h or lower and traffic volumes are low. The intention is to enhance the road environment to make cycling safer for all type of riders regardless of their level experience or confidence. Bicycle streets are to be clearly signed and line marked and may be used in combination with other treatments to provide a continuous safe riding environment.

The lower operating speed also reduces the risk of injuries for crossing pedestrians.

NOTE: VicRoads is currently investigating whether the Victorian Road Rules sufficiently allows cyclists to ride in the middle of the lane ('claiming the lane'). Some stakeholders perceive that there is a degree of ambiguity in the Road Rules regarding this issue. Practitioners wishing to use this treatment should seek legal advice to manage this risk.

Potential locations for bicycle streets include:

- On undivided two lane local roads where the approach operating speed is less than 40 km/h.
- Roads with a low volume of traffic.
- Roads with a substantial number of inexperienced bicycle riders.
- Local areas with a high number of cyclists.
- Where off-road bicycle facilities are not practicable.
- Roads with narrow width.

Where such a treatment is to be considered, the following should be taken into account:

- Reducing the operating speed on the bicycle street route (to below 40 km/h), whether through the use of:
 - Traffic calming measures, such as:
 - Slow points.
 - Road humps or raised platforms (mid-block and/or at intersections).
 - Increasing approach deflection to roundabouts.
 - Larger roundabout central island.
 - Reduced speed limits.
- Signs are required to highlight to all road users that bicycles have priority over motor vehicles and may be present in the centre of the lane.
- Physical treatments to raise the prominence of crossing pedestrians – such as raised crossing platforms and/or kerb extensions. Other treatments, such as the traffic calming measures mentioned above, assist in reducing the road's operating speed thus reducing the risk of injury to pedestrians.
- Community acceptance and understanding of lane sharing.
- Cyclist confidence and safety in sharing the lane with general traffic.
- Mixing cyclists and motorists may lead to conflict if differential speeds are high, making this treatment more appropriate on low-speed roads.

The design of bicycle streets should allow the following¹⁹:

- Bicycles riders have space to ride two abreast, motor vehicles give way to bicycles allowing safe overtaking.
- Vehicles give way to bicycles at intersections.
- At the terminus of the bicycle street:
 - An off-road transition is to be provided where riders are to continue on an off-road path.
 - Spacious median refuges where bicycles are to cross an intersection.
 - Where riders are to continue on an on-road bicycle lane, a clear and gradual transition arrangement is required to ensure cyclists are able to make the transition safely and that other vehicles are still aware of the continuing presence of cyclists.

Figure 35 shows a schematic drawing of a bicycle street.

¹⁹ Western Australia Department of Transport (2015), "Bike Boulevard Pilot Project Part of the Safe Active Streets Program"

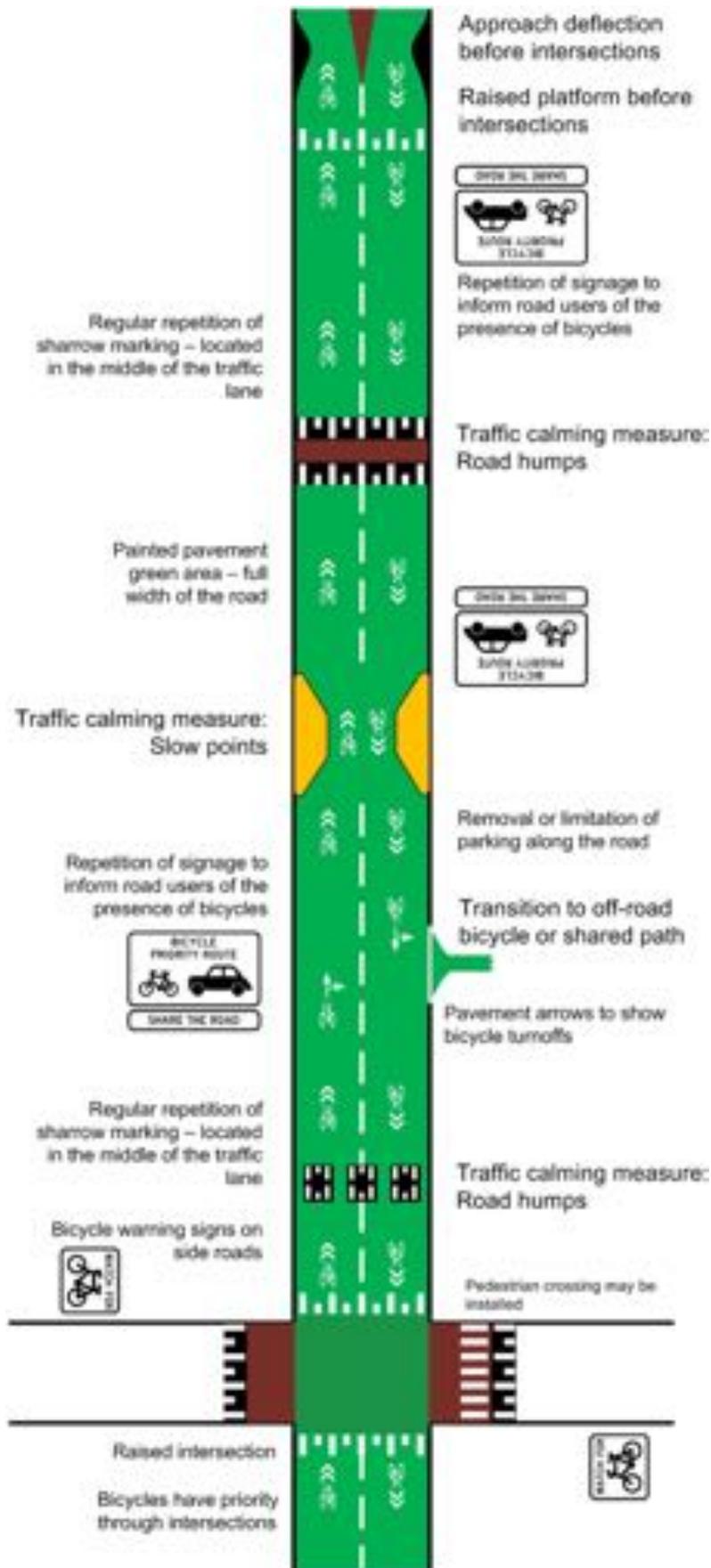


Figure 36: Example of a bicycle street

b) Lane Sharing at Individual Intersections (Sharrows)

Source: *VicRoads Guidance on Bicycle and Pedestrian Treatments at Roundabouts, VicRoads Guidance on Treating Bicycle Car Doorings Collisions*

Sharrows are pavement markings consisting of a bicycle symbol and two chevron markings and may be used on the approach to an intersection where a bicycle lane or similar facility terminates prior to the intersection, and cyclists are required to merge into the main traffic lane. The intention of sharrows is to position cyclists into the centre of the traffic lane at individual intersections and encourage them to mix with through traffic. This is sometimes referred to as “claiming the lane”.

NOTE: VicRoads is currently investigating whether the Victorian Road Rules sufficiently allows cyclists to ride in the middle of the lane (‘claiming the lane’). Some stakeholders perceive that there is a degree of ambiguity in the Road Rules regarding this issue. Practitioners wishing to use this treatment should seek legal advice to manage this risk.

Potential locations for positioning cyclists into the centre of the traffic lane (through the use of sharrows) include:

- Intersections (e.g. single lane roundabouts) on local or collector roads or where the approach speed limit is equal to or less than 60 km/h with operating speeds closer to the intersection at less than 40 km/h.
- Roads with a low volume of through traffic.
- Where cyclist segregation is not practicable.
- Roads with narrow width.

Where such a treatment is to be considered, the following should be taken into account:

- Reducing the operating speed on the approach and through the intersection (to less than 40 km/h), whether through the use of:
 - Traffic calming measures to reduce the speed differential between cyclists and motorists, such as:
 - Increasing approach deflection.
 - Narrowing of lanes.
 - Larger circulating roundabout.
 - Reduced speed limits – refer to the VicRoads Speed Zoning Guidelines.
- Locating sharrow markings in prominent positions, to highlight to all road users that cyclists can claim the lane and ride in the centre of the lane.
- Signs may be required to highlight to all road users that bicycles are allowed to ride in the centre of the lane.
- Community acceptance and understanding of lane sharing.
- Cyclist confidence and safety in sharing the lane with general traffic.
- This treatment is more appropriate on low-speed roads as mixing cyclists and motorists may lead to conflict if the differential speed is high.



Figure 37: Example of sharrows at Asling & Martin Street roundabout, Brighton

c) Raised Platforms

Source: Austroads Guide to Traffic Management Part 8 (2008)

This treatment involves placing a raised platform along a road and/or on the approach to an intersection. The intention is to reduce vehicle approach speeds, so that in the event of a collision between a cyclist or pedestrian and a motor vehicle, the vehicle operating speed is low (30 km/h or below) and the likelihood of cyclist or pedestrian serious injury is reduced. The design of the raised platform will need to slow vehicles to the desirable speed while also being traversable by heavy vehicles.

There are two main types of raised platforms for use on the approach to the roundabout:

- Speed cushion.
- Fully raised platforms (including flat top road humps) (refer to Section 5.3.4 (c)).

Speed Cushion

Speed cushions are a type of raised platform that are spaced in smaller sections across the road rather than occupying the entire roadway. The speed cushion is designed to be more favourable to cyclists, buses and larger vehicles.

Speed cushions are usually made of moulded rubber segments (see Figure 37) however there are concrete and asphalt variations.



Figure 38: Example of a speed cushion

Potential locations for speed cushions include:

- Where it is desirable to raise the profile of cyclists along a road and/or at the intersection.
- At intersections with a high history of crashes between vehicles and cyclists and/or pedestrians.

Where such a treatment is to be considered, the following should be taken into account:

- Ensuring adequate lighting for driver awareness.
- Colour contrast to improve conspicuity of the cushions.
- Adequate signage and linemarking.

5.3.4 Intersection Treatments

a) Head-start and Expanded Storage Areas

Source: Section 5.3.5 of *Cycling Aspects of Austroads Guides (2014)*

These storage areas are provided to position cyclists in a highly visible location while they are waiting to proceed through the intersection, thereby improving safety. Figure 13 shows four combinations of head-start and expanded storage areas at signalised intersections. The required length of the head-start area (L_{HS}) varies depending on the number of bicycles that need to be stored.

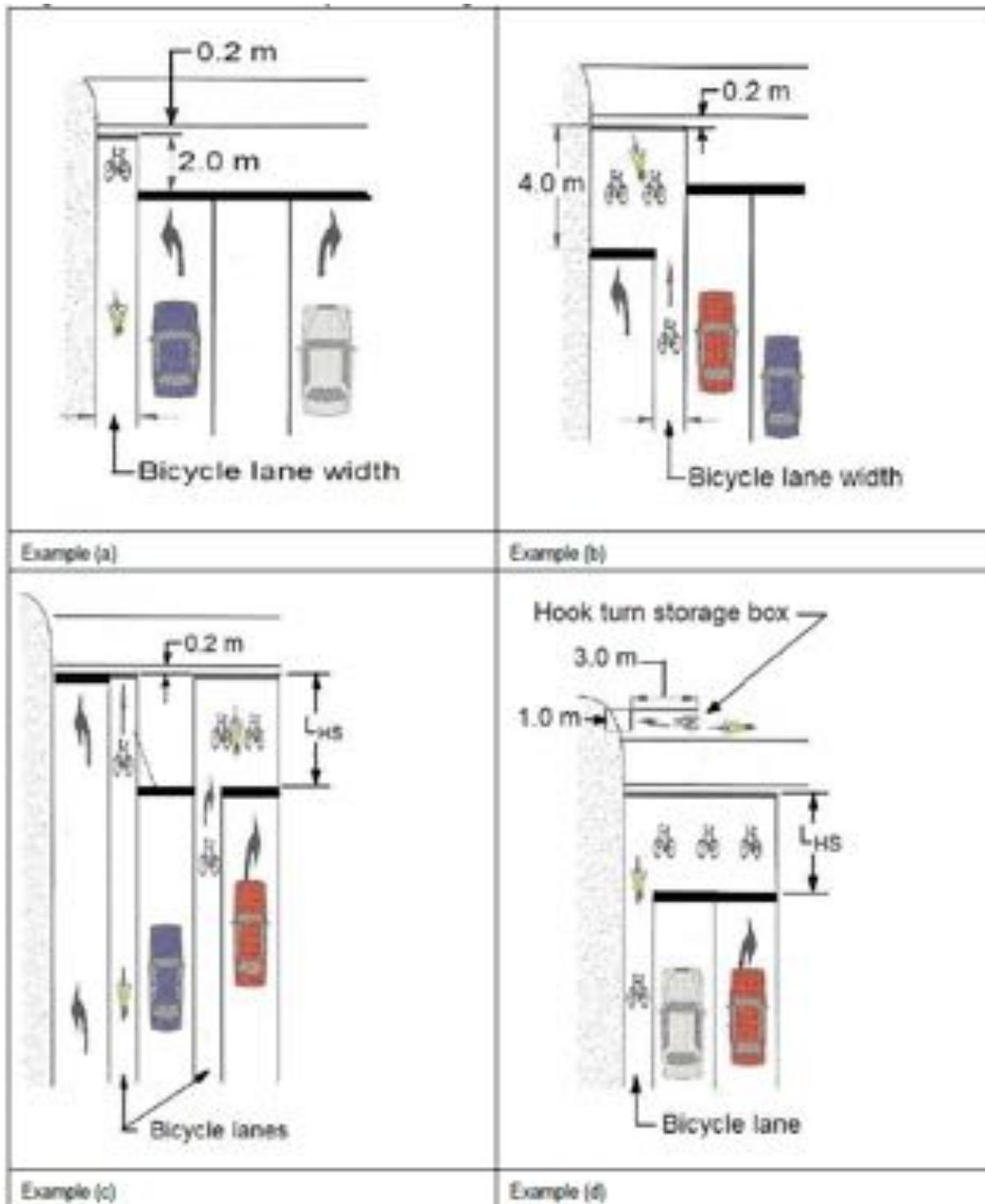


Figure 39: Examples of Head Starts & Expanded Storage Areas

Table 9: Bicycle treatments at intersections

Example	Purpose	Comment
(a)	<p>The purpose is to store a cyclist in advance of a motor vehicle driver in the adjacent left-turn lane or through lane so that the cyclist can be easily seen by a stationary driver at the stop line.</p> <p>This is particularly important where the vehicle is a van or truck in which case the cyclist would otherwise be hidden from view below the left-hand side window.</p>	<p>This treatment:</p> <ul style="list-style-type: none"> reduces the potential for conflict between cyclists and traffic using the left lane is suitable where cyclist numbers are relatively low allows cyclists to pass on the left side of a queue of vehicles waiting to turn left has an area that is only as wide as the bicycle lane on the approach has a bicycle stop line that is located 0.2 m in advance of the pedestrian crosswalk line and 2.0 m (i.e. storage length for one bicycle) beyond the motor vehicle stop line may be placed to the left of a left-turn lane, a through lane, or a combined through and left-turn lane.
(b)	<p>This treatment locates the bicycle lane between the left-turn lane and through lane and as a consequence provides additional storage width and length.</p>	<ul style="list-style-type: none"> Cyclists travelling straight ahead travel to the right of queued or moving left-turning vehicles. Left-turning vehicles are required to change lanes across the bicycle lane at the start of the left-turn lane. Cyclists intending to turn left should desirably share the left-turn lane with motor vehicles. However, it is likely that some left-turning cyclists will use the bicycle lane to pass the queue and access the storage box.
(c)	<p>This illustration includes two treatments that provide a head start for through cyclists and right-turning cyclists (with expanded storage).</p>	<ul style="list-style-type: none"> The first treatment is a bicycle lane for cyclists travelling straight through the intersection. In this case left-turning cyclists are expected to share the left-turn lane with motor vehicles. The second treatment is a right-turn expanded storage area for high volumes of bicycle turning traffic. These treatments: <ul style="list-style-type: none"> are rarely used and are not intended for use in higher speed zones (> 60 km/h) because of the difficulty and conflict associated with cyclists crossing traffic lanes to access the right-turn bicycle lane may be appropriate in lower-speed zones (\leq 60 km/h) where bicycle volumes are high and the turn is made into a single-lane mixed function road that does not have marked bicycle lanes (e.g. inner city areas). Where bicycle lanes are provided in the intersecting road and bicycle turning volumes are not high, it is more acceptable to install a head-start storage area only in the right-turn bicycle lane. In this instance it is also necessary to include additional turning lines within the intersection to guide right-turning cyclists and delineate the cyclists' path for drivers.
(d)	<p>This example also shows two treatments that provide storage expanded across</p>	<ul style="list-style-type: none"> The first treatment is a hook turn storage area, provided to accommodate cyclists in a safer position while they are waiting for a green traffic signal phase for the

two traffic lanes and a formalised hook-turn treatment.

intersecting road, and can be used generally throughout the road system.

The second treatment, an expanded storage area shared by left-turning, through and right-turning cyclists is suitable only for lower speed areas (e.g. 50 km/h).

b) Left-turn and Through / Left-turn Treatments

Source: Section 5.3.7 of Cycling Aspects of Austroads Guides (2014)

The treatment is illustrated in Figure 14 where a bicycle lane provides separation for cyclists through the diverge area on the approach to the intersection and at the stop line. The bicycle lane provides an offset to the island nose and the side of the island is parallel to the adjacent traffic lane. Generally, cyclists share the left-turn lane with motor vehicles; however, where the volume of left-turning cyclists is high it may be appropriate to provide a bicycle lane within the left-turning roadway. If a significant number of cyclists turn left at a CHL treatment, then provision of a bicycle lane adjacent to the kerb within the left-turn roadway should be considered.

It should be noted that this treatment is not considered ideal due to the risk of collision between cyclists and motorists (where motorists turn across the path of cyclists), however this risk can be mitigated if the (motor vehicle) operating speed prior and at the treatment is low (around 30 km/h).

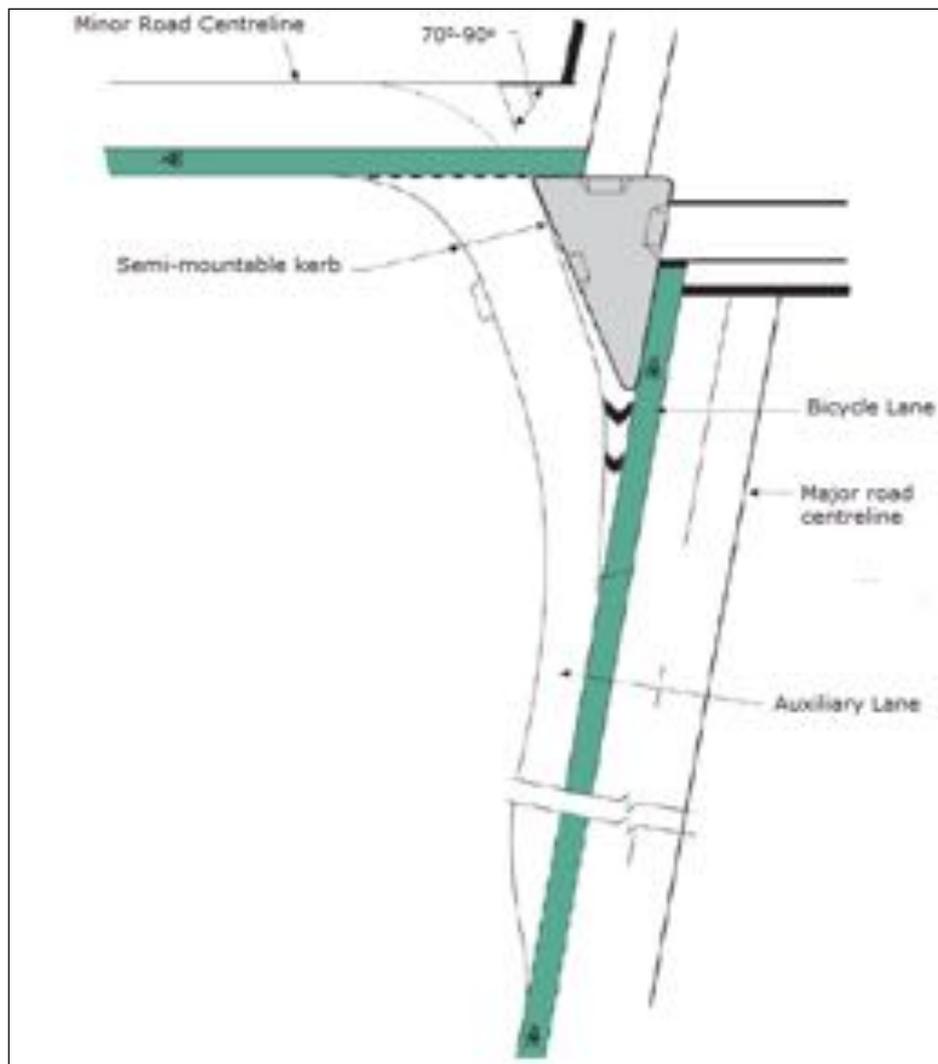


Figure 40: Provision for cyclists at a signalised CHL treatment in a low-speed environment

Where there is no left turn slip lane, the vehicle left turn lane may be either 'combined' with the bicycle lane or the bicycle lane crosses the left turn lane before the stop line.

Either of the treatments in (a) and (b) are not considered ideal due to the risk of collision between cyclists and motorists (a separate or segregated facility is preferred), however this risk can be mitigated if the (motor vehicle) operating speed prior and at the treatment is low (around 30 km/h) (this can be achieved with treatments such as raised platforms, see (c)).

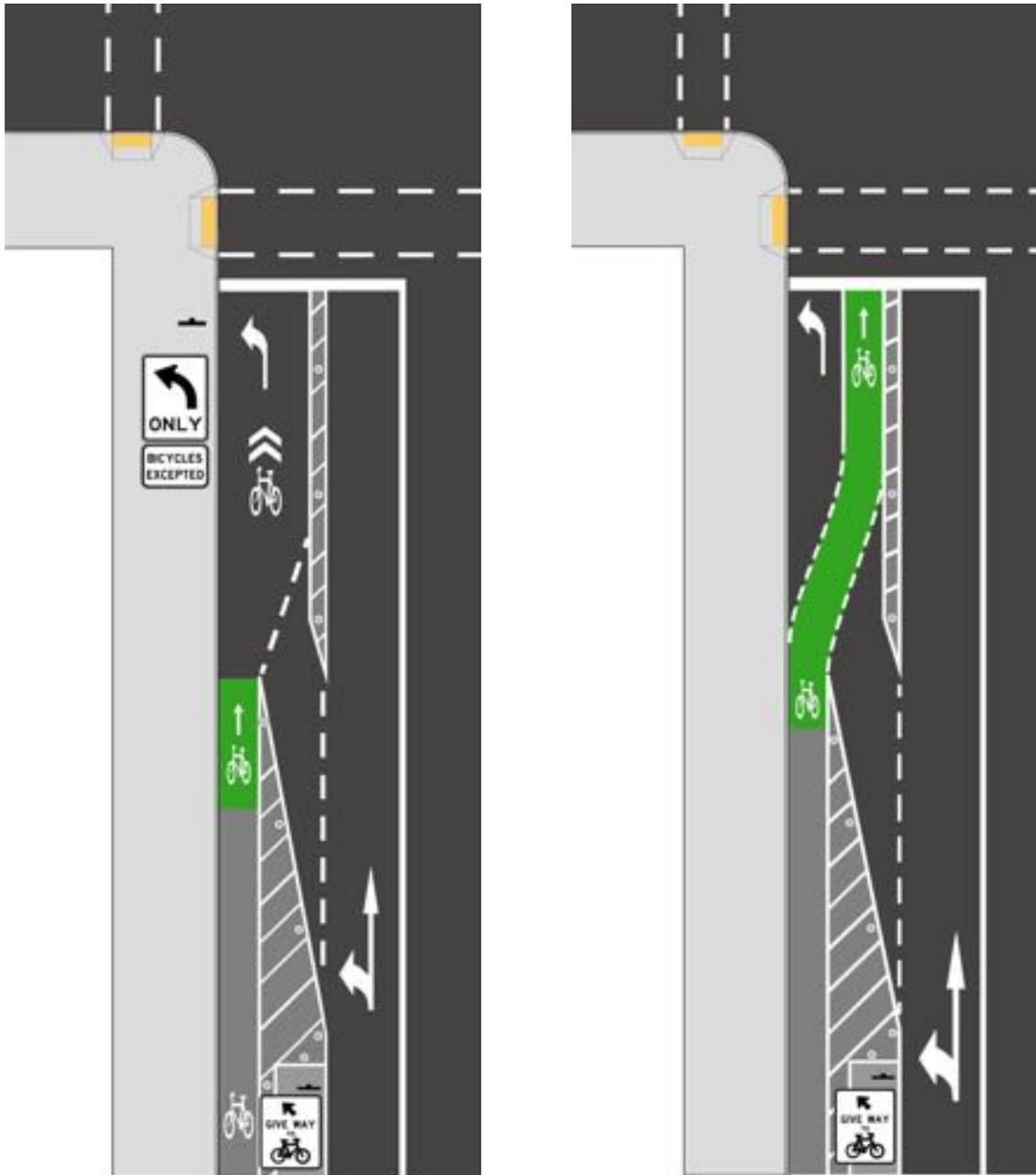


Figure 41: Shared left turn and bicycle lane treatments. Adapted from Massachusetts Department of Transportation Separated Bike Lane Planning & Design Guide²⁰

²⁰ Adapted from MassDOT Separated Bike Lane Planning & Design Guide, Chapter 4, Section 4.3.3 <https://www.massdot.state.ma.us/highway/DoingBusinessWithUs/ManualsPublicationsForms/SeparatedBikeLanePlanningDesignGuide.aspx>

c) Raised Platforms

The approach to intersections may be raised for a certain distance as a way to reduce operating speeds at intersections.

One type of raised platforms is flat top road humps. These road humps are a version of the speed hump where the top of the raised platform section is a flat surface instead of being entirely curved. The length of these humps are usually less than 6 metres and vehicles experience a definite rise and fall when traversing the platform.

An alternative type of raised platform is where the platform is of greater length (more than 6 m) and the platform extends to the holding line at the intersection. This type of platform may be more desirable in locations where the vertical deflection (and changes in grade) is to be less severe than road humps.

Fully raised platforms with gradients of 1:15 to 1:20 are generally considered as cyclist friendly.

Potential locations for fully raised platforms include:

- Where vehicle speeds before or through the intersection are unacceptably high.
- Where the presence of crossing cyclists or pedestrians may be unexpected, especially on side roads leading to the strategically important cycling corridors route.
- At intersections with a high history of crashes between vehicles and cyclists and/or pedestrians.

Where such a treatment is to be considered, the following should be taken into account:

- The approach speed to the intersection – vehicles should be able to cross the raised platform safely.
- The design of the raised platform needs to accommodate heavy vehicles (e.g. buses).
- Where crossing pedestrians do not have priority across the raised platform at the intersection, the design of the crossing may need to highlight this.
- Although the raised platform has the ability to assist in slowing down vehicles, there is still the possibility of a collision (at speed) between a vehicle and cyclist.
- Appropriate drainage to reduce vehicle and pedestrian slip hazards.

Refer to Figures 41 and 42 for examples of raised platforms.



Figure 42: Flat top speed hump followed by sharrows on Pearson Street, Brunswick West.

Image Source: Google Maps

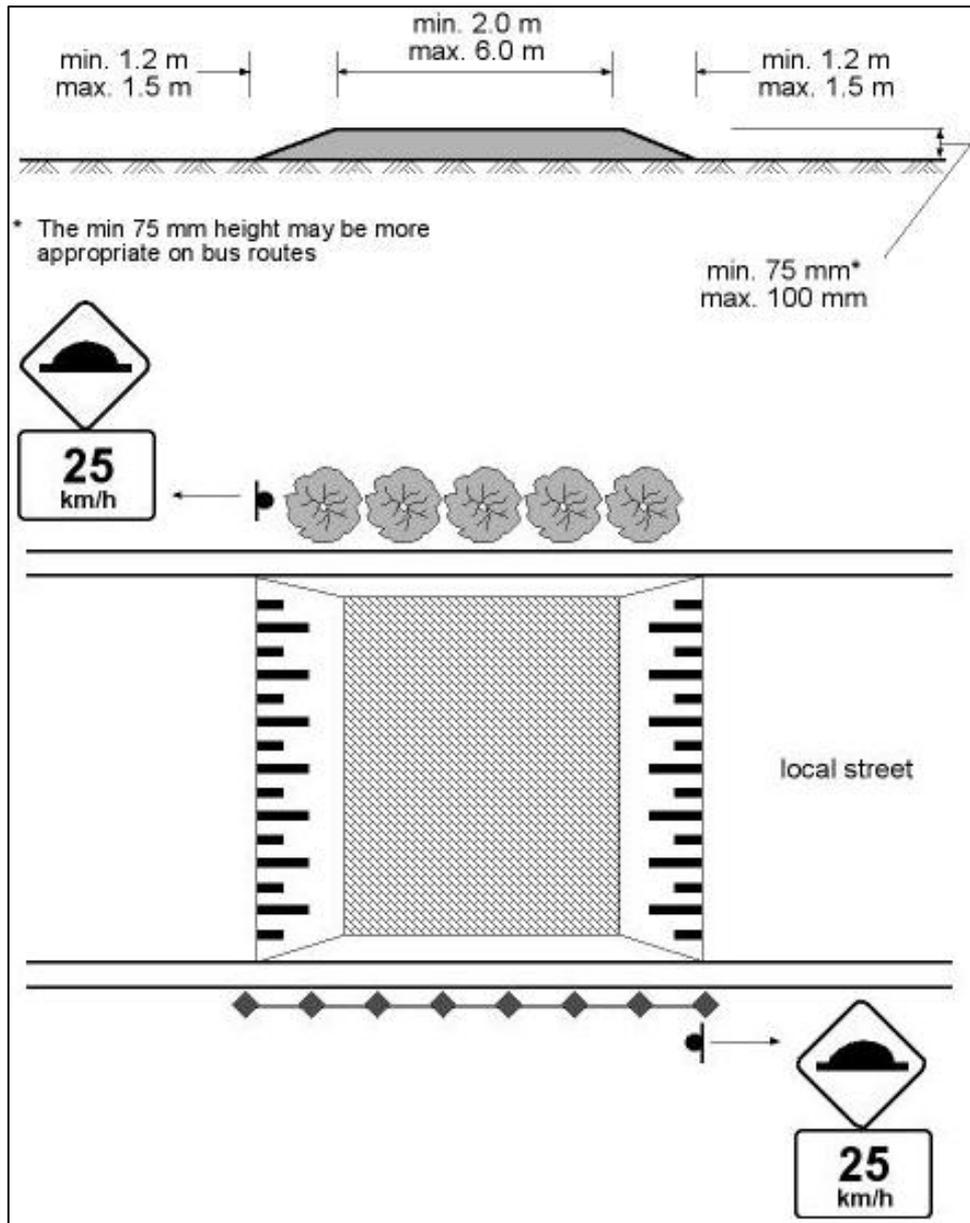


Figure 43: Typical dimensions of a flat top road hump. Source: Austroads²¹

²¹ Austroads, 2008, "Guide to Traffic Management Part 8: Local Area Traffic Management" pp 79 Figure 7.7
 Design Guidance for strategically important cycling corridors – Edition 1
 December 2016

d) Left-turn Bypass Treatment

Source: Section 5.3.7 of Cycling Aspects of Austroads Guides (2014)

Left-turn access through signals may be provided for cyclists where a major bicycle route turns left through a signalised intersection as shown in Figure 43. This treatment has a bicycle lane in the intersecting road. Where there is no bicycle lane in the intersecting road the bypass should be designed as a free-flow arrangement where the bicycle lane is directed into an off-road path parallel to the intersecting road to join it with a protected transition (kerb extension).

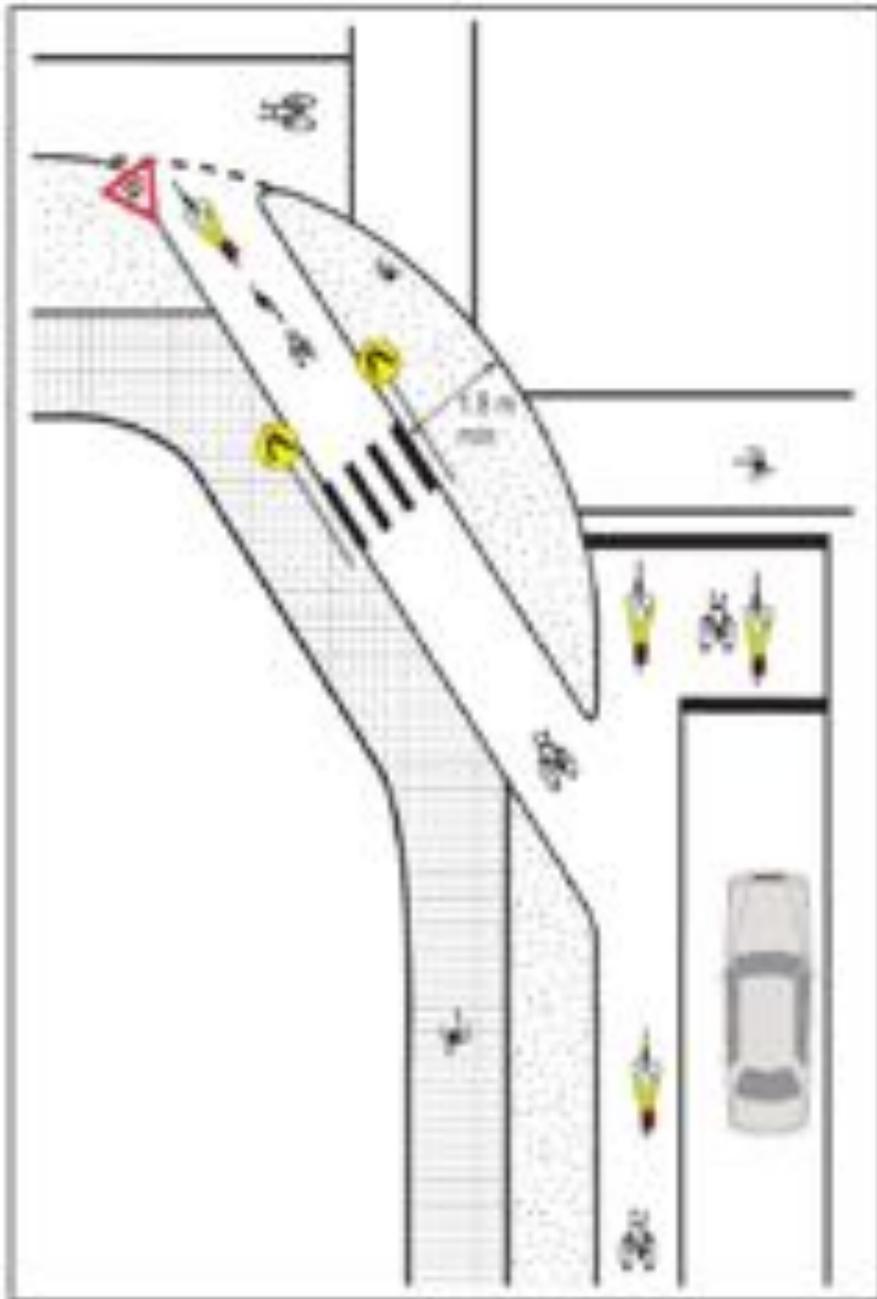


Figure 44: Bicycle lane left-turn bypass at a signalised intersection

e) Refuge within an Unsignalised Intersection

Source: Section 5.4.4 of the Cycling Aspects of Austroads Guides (2014)

A refuge may be placed within an intersection to accommodate the crossing movements of both pedestrians from footpaths and cyclists from bicycle lanes in the side roads while restricting motorists to a 'left-turn in/left-turn out' arrangement. Such a treatment is shown in Figure 12.

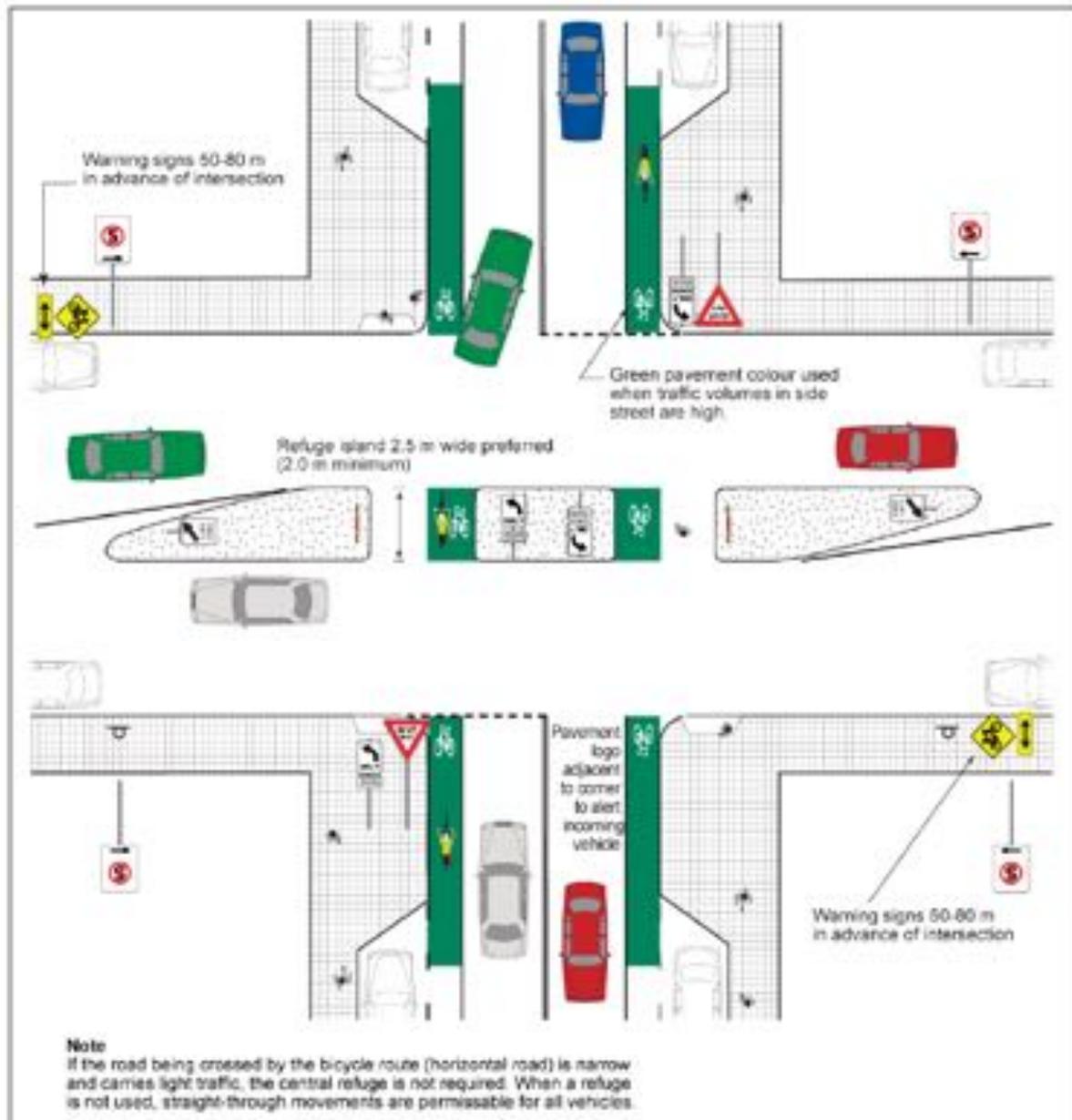


Figure 45: Refuge within an intersection for pedestrians and cyclists in bicycle lanes

5.3.5 Cyclist Monitoring and Surveying

Source: Appendix C of the Cycling Aspects of Austroads Guides (2014)

Data collection is an important tool for strategically important cycling corridors to assist in areas such as cost benefit analysis for new works, gauging the impact and effectiveness of routes over a period of time and determining where further improvements to the network should occur. There are a number of monitoring devices (including commercial products) that can be used to collect useful information such as cyclist volumes, average speeds and journey lengths.

a) Bicycle Detection

Inductive loop detectors are commonly used to detect vehicles but can also be used to detect bicycles. The loops, which are buried just below the surface of the road or cycle way record metallic objects passing over due to a change in the inductance. Bicycles have a lower metal content than vehicles. Bicycle inductive loop detectors therefore need to be more sensitive to produce acceptable results.

Piezo-detectors can also be used to detect bicycles. Piezo materials change electrical characteristics when subjected to mechanical deformation caused by pressure. The deformation can cause a change in resistance (piezo-resistive) or the generation of a charge (piezoelectric). The piezo-resistive sensor can detect a bicycle at low to zero speeds, whilst the piezoelectric sensor is not effective at very low speeds.

As with the detection of pedestrians, microwave, infra-red, ultrasonic and laser detection methods can also be used to detect bicycles. Again, these types of sensors may not provide the required accuracy due to difficulties in distinguishing between closely spaced bicycles.

b) Other Methods

Global positioning system (GPS) – GPS receivers and loggers can currently be installed in vehicles to record route, speed and travel time information.

Video – further development of video capture and data processing technology should enable accurate automatic recording of bicycle flow, speed, congestion, route and origin-destination data.

Other methods are discussed in Appendix C of the Cycling Aspects of Austroads Guides (2014).

6. General Bicycle Topics

This section lists other general topics relating to bicycles (e.g. traffic signals, pavement markings, provision of off-road paths, signs, etc.) and provides references to where particular aspects of these topics can be located in the Austroads Guide to Traffic Management, Australian Standards relating to traffic management (AS), and Additional Network Standards and Guidelines (ANSG) from VicRoads. Particular aspects of traffic practice are given under the general topic headings.

Note references to Austroads Guide to Road Design is generally contained within the Cycling Aspects of Austroads Guides document.

All VicRoads Supplements shall be read in conjunction with the relevant parent document.

A. LOCAL ROADS (LOW SPEED ROADS)	
Topic	Relevant Clause or Section
A1. General / Miscellaneous	
Bicycle Facilities	Austroads Guide to Traffic Management Part 10 Section 8.5.5
Pedestrian and Bicycle Surveys	Austroads Guide to Traffic Management Part 3 Appendix E
Bicycle planning for activity centres	Austroads Guide to Traffic Management Part 7 Section 2.3.2
Cycling implications for Traffic Management Practice	Austroads Guide to Traffic Management Part 7 Section 3.8.4
Categories of Cyclists	Austroads Guide to Traffic Management Part 4 Appendix B
Provision for bicycles at work sites	AS 1742.3 Clause 2.3.7, 4.14.4
Bicycle treatments at level crossings	AS 1742.7 Clause 6.6
Bicycle provisions on arterial and local roads - Bicycle provisions mid-block	AS 1742.9 Clause 2.4
Bicycle loop at an intersection	VicRoads Supplement to Austroads Guide to Traffic Management Part 10 Section 8.5.5
Cycling event complies with the Road Rules	VicRoads Supplement to Austroads Guide to Traffic Management Part 9 Attachment A
A2. Network Planning	
Purpose of a Bicycle Network	Austroads Guide to Traffic Management Part 4 Section 4.6.1
Cycle networks	Austroads Guide to Traffic Management Part 7 Section 2.3.5
Bicycle in Activity Centres	Austroads Guide to Traffic Management Part 7 Section 3.8.3
A3. Parking	
Bicycle Parking Provision Rates	Austroads Guide to Traffic Management Part 11 3.2.1 & Commentary 2, C 2.2
General requirements of Bicycles parking facilities	Austroads Guide to Traffic Management Part 11 Section 6.8.5
Provision for Bicycles	Austroads Guide to Traffic Management Part 11 Section 7.8.5
Location of Bicycle Parking Facilities	Austroads Guide to Traffic Management Part 11 Appendix C 9.1
Type of Bicycle Parking Facilities	Austroads Guide to Traffic Management Part 11 Appendix C9.2
Bicycle Parking Provision Rates	Austroads Guide to Traffic Management Part 11 3.2.1 & Commentary 2, C 2.2
A4. Interchanges and Intersections	
Provision of cyclists at freeway interchange	Austroads Guide to Traffic Management Part 6 Section 6.4.4
Provision of bicycle lane at intersections	Austroads Guide to Traffic Management Part 6 Section 2.2.2
Road User Considerations - bicycles at intersections	Austroads Guide to Traffic Management Part 6 Section 3.4
Road Space Allocation and Lane Management for cyclists (roundabouts)	Austroads Guide to Traffic Management Part 6 Section 4.4.2

Local Road Approaches to Signalised Intersections	Austrroads Guide to Traffic Management Part 6 Section 5.3.3
Cycling road crossing facilities	Austrroads Guide to Traffic Management Part 6 Section 8
Bicycle Path Terminal Treatments at Road Crossings	Austrroads Guide to Traffic Management Part 6 Section 8.2.2
Crossings at Signalised Facilities	Austrroads Guide to Traffic Management Part 6 Section 8.2.3
Road Crossings by Off-road Bicycle Paths in Rural and Outer Urban Areas	Austrroads Guide to Traffic Management Part 6 Section 8.2.4
Intersections of Paths with Paths	Austrroads Guide to Traffic Management Part 6 Section 8.3
Bicycle provisions on arterial and local roads - Bicycle lane treatments at intersections	AS 1742.9 Clause 2.5
Head-start and Expanded Storage Areas	Cycling Aspects of Austrroads Guides Section 5.3.5
Hook Turn Storage Boxes and Hook Turn Restrictions	Cycling Aspects of Austrroads Guides Section 5.3.6
Left-turn Treatments	Cycling Aspects of Austrroads Guides Section 5.3.7
Bypass of T-intersection	Cycling Aspects of Austrroads Guides Section 5.3.8
Crossings at Signalised Intersections	Cycling Aspects of Austrroads Guides Section 5.3.9
Signalised Mid-block Crossings	Cycling Aspects of Austrroads Guides Section 5.3.10
Unsignalised Road Intersections	Cycling Aspects of Austrroads Guides Section 5.4
Basic and Channelised Intersections	Cycling Aspects of Austrroads Guides Section 5.4.2
Channelised Left-turn Treatment	Cycling Aspects of Austrroads Guides Section 5.4.3
Refuge within an Unsignalised Intersection	Cycling Aspects of Austrroads Guides Section 5.4.4
Roundabouts	Cycling Aspects of Austrroads Guides Section 5.5
Bicycle Paths and Shared Paths at Roundabouts	Cycling Aspects of Austrroads Guides Section 5.5.5
At-grade Treatment at Interchanges	Cycling Aspects of Austrroads Guides Section 5.6.2
Grade Separation of Ramps for Cyclists	Cycling Aspects of Austrroads Guides Section 5.6.3
Alternative Routes	Cycling Aspects of Austrroads Guides Section 5.6.4
A5. Local area traffic management	
Catering for Cyclists and Pedestrians	Austrroads Guide to Traffic Management Part 8 Section 8.12
Providing for Bicycles in LATM	Austrroads Guide to Traffic Management Part 8 Section 8.12.1
Providing for Pedestrians in LATM	Austrroads Guide to Traffic Management Part 8 Section 8.12.2
Vertical deflection devices and their effect on cyclists	Austrroads Guide to Traffic Management Part 8 Section 7.2
Horizontal deflection devices and their effect on cyclists	Austrroads Guide to Traffic Management Part 8 Section 7.3
Bicycle facilities in LATM areas	Austrroads Guide to Traffic Management Part 8 Section 7.5.11
Bicycle two way riding on one way streets	AS 1742.13 Clause 2.9
Bicycle excepted signage - at local area traffic management sites	AS 1742.13 Clause 4.2.12

A6. Traffic Signals	
Bicycle signal displays and layouts	AS 1742.14 Clause 2.5, 3.6
Arrangement of bicycle signal aspects	AS 1742.14 Section 3
Signal face locations at intersections - bicycle aspects	AS 1742.14 Clause 4.2.4
Bicycle signal lantern mounting height	AS 1742.14 Clause 5.2
Cyclist push buttons	AS 1742.14 Clause 5.7
Yellow time for bicycle phase	VicRoads Supplement to Austroads Guide to Traffic Management Part 9 Appendix H.4
Bicycle Detection	Austroads Guide to Traffic Management Part 9
Signal timing and phasing treatments for cyclists	Austroads Guide to Traffic Management Part 9
Loop detectors and push-button detection	Austroads Guide to Traffic Management Part 9
Cyclist setting at mid-block signalised crossing or intersection signalised crossings	Austroads Guide to Traffic Management Part 9
Bicycle Aspects	Austroads Guide to Traffic Management Part 10 Section 8.1.4
Bicycle Signals	Austroads Guide to Traffic Management Part 10 Section 8.3.7
A7. Signs	
No hook turns by bicycles	AS 1742.2 Clause 2.8.8
Additional Victorian bicycle regulatory signs	VicRoads Supplement to AS 1742.9 Clause 2.2
Additional Victorian bicycle warning signs	VicRoads Supplement to AS 1742.9 Clause 2.2
Bicycle lane - signing and marking	VicRoads Supplement to AS 1742.9 Clause 2.4.4 (b)
Bicycle provisions on arterial and local roads - Signs	AS 1742.9 Clause 2.2
Index of bicycle related signs	AS 1742.1 Section 2, 3, 4
Shared bus and bicycle lane signs	VicRoads Supplement to AS 1742.12 Clause 5.2
Exception plates with regulatory signs to allow bicycle exemption	VicRoads Supplement to AS 1742.2 Clause 2.8.10 (b)
Bicycle direction signs	VicRoads Supplement to AS 1742.9 Clause 5.4
Navigational aids for cyclists - Direction signs	AS 1742.9 Clause 5.4
Navigational aids for cyclists - Location of signs	AS 1742.9 Clause 5.6
Exception plates with regulatory signs to allow bicycle exemption	Austroads Guide to Traffic Management Part 10 Section 8.8.8
A8. Pavement Markings	
Bicycle lane lines at intersections	VicRoads Supplement to AS 1742.2 Clause 5.4.4
Navigational aids for cyclists - Bicycle symbol	AS 1742.9 Clause 5.2
Parking adjacent to Barrier lines	VicRoads Supplement to Austroads Guide to Traffic Management Part 11 Section 7.6
Bicycle lane lines	VicRoads Supplement to AS 1742.2 Clause 5.3.1
Sharrow pavement markings	VicRoads Supplement to AS 1742.9 Clause 2.3
Bicycle provisions on arterial and local roads - Pavement markings	AS 1742.9 Clause 2.3
Continuity Lines through traffic	Austroads Guide to Traffic Management Part 10 Section 6.3.6
Edge lines (Bicycle Lane)	Austroads Guide to Traffic Management Part 10 Section 6.3.7, 6.3.8
Coloured Pavement of Bicycle Lane	Austroads Guide to Traffic Management Part 10 Section 6.6

A9. Public Transport Locations	
Bicycle provisions at bus stops	VicRoads Supplement to AS 1742.12 Additional Information - Buses
Providing for cyclist at bus stops	VicRoads Supplement to AS 1742.9 Attachment B
Providing for cyclists at kerbside bus stops	VicRoads Supplement to AS 1742.9 Attachment B
Providing for cyclists at bus stops using an off-road bicycle path	VicRoads Supplement to AS 1742.9 Attachment B
Providing for cyclists at kerb outstand bus stops	VicRoads Supplement to AS 1742.9 Attachment B

B. URBAN ARTERIALS	
Topic	Relevant Clause or Section
B1. General / Miscellaneous	
Bicycle Facilities	Austroads Guide to Traffic Management Part 10 Section 8.5.5
Pedestrian and bicycle surveys	Austroads Guide to Traffic Management Part 3 Appendix E
Bicycle planning for activity centres	Austroads Guide to Traffic Management Part 7 Section 2.3.2
Cycling implications for Traffic Management Practice	Austroads Guide to Traffic Management Part 7 Section 3.8.4
Categories of cyclists	Austroads Guide to Traffic Management Part 4 Appendix B
Provision for bicycles at work sites	AS 1742.3 Clause 2.3.7, 4.14.4
Bicycle treatments at level crossings	AS 1742.7 Clause 6.6
Bicycle provisions on arterial and local roads - Bicycle provisions mid-block	AS 1742.9 Clause 2.4
Bicycle loop at an intersection	VicRoads Supplement to Austroads Guide to Traffic Management Part 10 Section 8.5.5
Cycling event complies with the Road Rules	VicRoads Supplement to Austroads Guide to Traffic Management Part 9 Attachment A
Bicycle Facilities	Austroads Guide to Traffic Management Part 10 Section 8.5.5
Pedestrian and bicycle surveys	Austroads Guide to Traffic Management Part 3 Appendix E
Bicycle planning for activity centres	Austroads Guide to Traffic Management Part 7 Section 2.3.2
Cycling implications for Traffic Management Practice	Austroads Guide to Traffic Management Part 7 Section 3.8.4
B2. Network Planning	
Purpose of a Bicycle Network	Austroads Guide to Traffic Management Part 4 Section 3.6
Cycle networks	Austroads Guide to Traffic Management Part 7 Section 2.3.5
Bicycle in Activity Centres	Austroads Guide to Traffic Management Part 7 Section 3.8.3

B3. Parking	
Bicycle Parking Provision Rates	Austrroads Guide to Traffic Management Part 11 Section 3.2.1 & Appendix C2.2
General requirements of Bicycles parking facilities	Austrroads Guide to Traffic Management Part 11 Section 6.8.5
Provision for Bicycles	Austrroads Guide to Traffic Management Part 11 Section 7.8.5
Location of Bicycle Parking Facilities	Austrroads Guide to Traffic Management Part 11 Appendix C 9.1
Type of Bicycle Parking Facilities	Austrroads Guide to Traffic Management Part 11 Appendix C9.2
Bicycle Parking Provision Rates	Austrroads Guide to Traffic Management Part 11 3.2.1 & Appendix C2.2
B4. Interchanges and Intersections	
Provision of cyclists at freeway interchange	Austrroads Guide to Traffic Management Part 6 Section 6.4.4
Road User Considerations - bicycles at intersections	Austrroads Guide to Traffic Management Part 6 Section 3.4 Cycling Aspects of Austrroads Guides Section 5.3.4
Road Space Allocation and Lane Management for cyclists (roundabouts)	Austrroads Guide to Traffic Management Part 6 Section 4.4.2
Cycling road crossing facilities	Austrroads Guide to Traffic Management Part 6 Section 8
Local Road Approaches to Signalised Intersections	Austrroads Guide to Traffic Management Part 6 Section 5.3.3
Bicycle Path Terminal Treatments at Road Crossings	Austrroads Guide to Traffic Management Part 6 Section 8.2.2
Crossings at Signalised Facilities	Austrroads Guide to Traffic Management Part 6 Section 8.2.3
Road Crossings by Off-road Bicycle Paths in Rural and Outer Urban Areas	Austrroads Guide to Traffic Management Part 6 Section 8.2.4
Intersections of Paths with Paths	Austrroads Guide to Traffic Management Part 6 Section 8.3
Bicycle provisions on arterial and local roads - Bicycle lane treatments at intersections	AS 1742.9 Clause 2.5
Head-start and Expanded Storage Areas	Cycling Aspects of Austrroads Guides Section 5.3.5
Hook Turn Storage Boxes and Hook Turn Restrictions	Cycling Aspects of Austrroads Guides Section 5.3.6
Left-turn Treatments	Cycling Aspects of Austrroads Guides Section 5.3.7
Bypass of T-intersection	Cycling Aspects of Austrroads Guides Section 5.3.8
Crossings at Signalised Intersections	Cycling Aspects of Austrroads Guides Section 5.3.9
Signalised Mid-block Crossings	Cycling Aspects of Austrroads Guides Section 5.3.10
Unsignalised Road Intersections	Cycling Aspects of Austrroads Guides Section 5.4
Basic and Channelised Intersections	Cycling Aspects of Austrroads Guides Section 5.4.2
Channelised Left-turn Treatment	Cycling Aspects of Austrroads Guides Section 5.4.3
Refuge within an Unsignalised Intersection	Cycling Aspects of Austrroads Guides Section 5.4.4
Roundabouts	Cycling Aspects of Austrroads Guides Section 5.5
Bicycle Paths and Shared Paths at Roundabouts	Cycling Aspects of Austrroads Guides Section 5.5.5
At-grade Treatment at Interchanges	Cycling Aspects of Austrroads Guides Section 5.6.2
Grade Separation of Ramps for Cyclists	Cycling Aspects of Austrroads Guides Section 5.6.3

Alternative Routes	Cycling Aspects of Austroads Guides Section 5.6.4
B5. Traffic Signals	
Bicycle signal displays and layouts	AS 1742.14 Clause 2.5, 3.6
Arrangement of bicycle signal aspects	AS 1742.14 Section 3
Signal face locations at intersections - bicycle aspects	AS 1742.14 Clause 4.2.4
Bicycle signal lantern mounting height	AS 1742.14 Clause 5.2
Cyclist push buttons	AS 1742.14 Clause 5.7
Yellow time for bicycle phase	VicRoads Supplement to Austroads Guide to Traffic Management Part 9 Appendix H.4
Bicycle Detection	Austroads Guide to Traffic Management Part 9
Signal timing and phasing treatments for cyclists	Austroads Guide to Traffic Management Part 9
Loop detectors and push-button detection	Austroads Guide to Traffic Management Part 9
Cyclist setting at mid-block signalised crossing or intersection signalised crossings	Austroads Guide to Traffic Management Part 9
Bicycle Aspects	Austroads Guide to Traffic Management Part 10
Bicycle Signals	Austroads Guide to Traffic Management Part 10
B6. Signs	
Bicycle lane lines at intersections	VicRoads Supplement to AS 1742.2 Clause 5.4.4
No hook turns by bicycles	AS 1742.2 Clause 2.8.8
Additional Victorian bicycle regulatory signs	VicRoads Supplement to AS 1742.9 Clause 2.2
Additional Victorian bicycle warning signs	VicRoads Supplement to AS 1742.9 Clause 2.2
Bicycle lane - signing and marking	VicRoads Supplement to AS 1742.9 Clause 2.4.4 (b)
Bicycle provisions on arterial and local roads - Signs	AS 1742.9 Clause 2.2
Index of bicycle related signs	AS 1742.1 Section 2, 3, 4
Shared bus and bicycle lane signs	VicRoads Supplement to AS 1742.12 Clause 5.2
Exception plates with regulatory signs to allow bicycle exemption	VicRoads Supplement to AS 1742.2 Clause 2.8.10 (b)
Bicycle direction signs	VicRoads Supplement to AS 1742.9 Clause 5.4
Navigational aids for cyclists - Direction signs	AS 1742.9 Clause 5.4
Navigational aids for cyclists - Location of signs	AS 1742.9 Clause 5.6
B7. Pavement Markings	
Navigational aids for cyclists - Bicycle symbol	AS 1742.9 Clause 5.2
Parking Adjacent to Barrier lines	VicRoads Supplement to Austroads Guide to Traffic Management Part 11 Section 7.6
Bicycle lane lines	VicRoads Supplement to AS 1742.2 Clause 5.3.1
Sharrow pavement markings	VicRoads Supplement to AS 1742.9 Clause 2.3
Bicycle provisions on arterial and local roads - Pavement markings	AS 1742.9 Clause 2.3
Continuity Lines through traffic	Austroads Guide to Traffic Management Part 10 Section 6.3.6
Edge lines (Bicycle Lane)	Austroads Guide to Traffic Management Part 10 Section 6.3.7, 6.3.8
Coloured Pavement of Bicycle Lane	Austroads Guide to Traffic Management Part 10 Section 6.6
B8. Public Transport Locations	
Bicycle provisions at bus stops	VicRoads Supplement to AS 1742.12 Additional Information - Buses

Providing for cyclist at Bus Stops	VicRoads Supplement to AS 1742.9 Attachment B
Providing for cyclists at kerbside bus stops	VicRoads Supplement to AS 1742.9 Attachment B
Providing for cyclists at bus stops using an off-road bicycle path	VicRoads Supplement to AS 1742.9 Attachment B
Providing for cyclists at kerb outstand bus stops	VicRoads Supplement to AS 1742.9 Attachment B
B9. Mid-block treatments	
Types of On-road Bicycle Facilities	Cycling Aspects of Austroads Guides Section 4.1.1
Key Design Criteria and Considerations	Cycling Aspects of Austroads Guides Section 4.2
Road Geometry	Cycling Aspects of Austroads Guides Section 4.2.1
Gradients	Cycling Aspects of Austroads Guides Section 4.2.2
Cross-section and Clearances	Cycling Aspects of Austroads Guides Section 4.2.3
Types of Bicycle Lane Treatments	Cycling Aspects of Austroads Guides Section 4.4
Bicycle/Car Parking Lanes	Cycling Aspects of Austroads Guides Section 4.4.1
Contra-flow Bicycle Lanes	Cycling Aspects of Austroads Guides Section 4.4.2
Separated Bicycle Lanes	Cycling Aspects of Austroads Guides Section 4.4.3
'Peak Period' Bicycle Lanes	Cycling Aspects of Austroads Guides Section 4.4.4
Protected Two-way Lanes	Cycling Aspects of Austroads Guides Section 4.4.5
Finding Space for Bicycle Lane Treatments	Cycling Aspects of Austroads Guides Section 4.5
Supplementary Road Treatments	Cycling Aspects of Austroads Guides Section 4.6
Curves and Turns	Cycling Aspects of Austroads Guides Section 4.6.1
Lane Channelisation	Cycling Aspects of Austroads Guides Section 4.6.2

C. OFF ROAD BICYCLE FACILITIES	
Topic	Relevant Clause or Section
C1. General	
Types of Path	Cycling Aspects of Austroads Guides Section 7.2
Choice of Appropriate Type of Path	Cycling Aspects of Austroads Guides Section 7.3
Location of Paths for Cycling	Cycling Aspects of Austroads Guides Section 7.4
Path Design Criteria for Bicycles	Cycling Aspects of Austroads Guides Section 7.5
Bicycle Operating Speed	Cycling Aspects of Austroads Guides Section 7.5.2
Horizontal Alignment	Cycling Aspects of Austroads Guides Section 7.5.3
Width	Cycling Aspects of Austroads Guides Section 7.5.4
Vertical Alignment	Cycling Aspects of Austroads Guides Section 7.5.5
Crossfall and Drainage	Cycling Aspects of Austroads Guides Section 7.5.6
Clearances, Batters and Fences	Cycling Aspects of Austroads Guides Section 7.5.7
Sight Distance	Cycling Aspects of Austroads Guides Section 7.5.8
Path Crossings of Roads	Cycling Aspects of Austroads Guides Section 7.6
Grade Separated Bicycle Path Crossing	Cycling Aspects of Austroads Guides Section 7.6.2
Signalised Bicycle Path Crossing	Cycling Aspects of Austroads Guides Section 7.6.3
Unsignalised Bicycle Path Crossing	Cycling Aspects of Austroads Guides Section 7.6.4
Path Approach Design Criteria	Cycling Aspects of Austroads Guides Section 7.6.5
Types of Crossings of Side Roads	Cycling Aspects of Austroads Guides Section 7.6.6
Intersections of Paths with Paths	Cycling Aspects of Austroads Guides Section 7.7
Considerations	Cycling Aspects of Austroads Guides Section 7.7.1
Design of Intersections of Paths with Paths	Cycling Aspects of Austroads Guides Section 7.7.2
Path Terminal Treatments	Cycling Aspects of Austroads Guides Section 7.8
Fences and Road Safety Barriers	Cycling Aspects of Austroads Guides Section 7.9
Fences	Cycling Aspects of Austroads Guides Section 7.9.1
Road Safety Barriers	Cycling Aspects of Austroads Guides Section 7.9.2

Road and Path Lighting	Cycling Aspects of Austroads Guides Section 7.10
Construction and Maintenance Considerations at Cycling Facilities	Cycling Aspects of Austroads Guides Section 10
C2. Pavement Markings	
Bicycle path and footpath provisions - Pavement markings	AS 1742.9 Clause 3.3
C3. Signs	
Bicycle path and footpath provisions - shared and separate path signage	VicRoads Supplement to AS 1742.9 Clause 3.2 (d), (e), (f)
Bicycle path and footpath provisions - Signs	AS 1742.9 Clause 3.2
C4. Parking	
End of Trip Parking Facilities	Cycling Aspects of Austroads Guides Section 11
Bicycle parking facilities – classification of parking security measures	AS 2890.3 Clause 1.5 Cycling Aspects of Austroads Guides Section 11.6
Bicycle parking facilities - general information	AS 2890.3 Clause 2.1 Cycling Aspects of Austroads Guides Section 11.1
Bicycle parking facilities - parking area requirements	AS 2890.3 Clause 2.2
Bicycle parking facilities - floor slopes	AS 2890.3 Clause 2.3
Bicycle parking facilities - protection from vehicular encroachment	AS 2890.3 Clause 2.4
Bicycle parking facilities - location and clearances	AS 2890.3 Clause 2.5
Bicycle parking facilities - access to parking	AS 2890.3 Clause 2.6
Bicycle parking facilities - signage	AS 2890.3 Clause 2.7
Bicycle parking facilities - lighting	AS 2890.3 Clause 2.8
Bicycle parking facilities - weather protection	AS 2890.3 Clause 2.9
Bicycle parking facilities – maintenance	AS 2890.3 Clause 2.10
Bicycle parking facilities - bicycle spacing envelope	AS 2890.3 Clause 3.3
Typical forms of bicycle parking	AS 2890.3 Clause Appendix B Cycling Aspects of Austroads Guides Section 11.2
Bicycle Parking Provision Rates	Austroads Guide to Traffic Management Part 11 Section 3.2.1 & Appendix C2.2
General requirements of Bicycles parking facilities	Austroads Guide to Traffic Management Part 11 Section 6.8.5
Provision for Bicycles	Austroads Guide to Traffic Management Part 11 Section 7.8.5
Location of Bicycle Parking Facilities	Austroads Guide to Traffic Management Part 11 Appendix C 9.1
Type of Bicycle Parking Facilities	Austroads Guide to Traffic Management Part 11 Appendix C9.2 Cycling Aspects of Austroads Guides Section 11.4

D. HIGH SPEED ROADS	
Topic	Relevant Clause or Section
D1. General	
Bicycle facilities	Austroads Guide to Traffic Management Part 10 Section 8.5.5
Pedestrian and bicycle surveys	Austroads Guide to Traffic Management Part 3

	Appendix E
Bicycle planning for activity centres	Austroads Guide to Traffic Management Part 7 Section 2.3.2
Cycling implications for Traffic Management Practice	Austroads Guide to Traffic Management Part 7 Section 3.8.4
Categories of cyclists	Austroads Guide to Traffic Management Part 4 Appendix B
Provision for bicycles at work sites	AS 1742.3 Clause 2.3.7, 4.14.4
Bicycle treatments at level crossings	AS 1742.7 Clause 6.6
Bicycle provisions on arterial and local roads - Bicycle provisions mid-block	AS 1742.9 Clause 2.4
Bicycle loop at an intersection	VicRoads Supplement to Austroads Guide to Traffic Management Part 10 Section 8.5.5
Cycling event complies with the Road Rules	VicRoads Supplement to Austroads Guide to Traffic Management Part 9 Attachment A
D2. Pavement Markings	
Continuity Lines through traffic	Austroads Guide to Traffic Management Part 10 Section 6.3.6
Edge lines (Bicycle Lane)	Austroads Guide to Traffic Management Part 10 Section 6.3.7, 6.3.8
Coloured Pavement of bicycle lane	Austroads Guide to Traffic Management Part 10 Section 6.6
Navigational aids for cyclists - bicycle symbol	AS 1742.9 Clause 5.2
Parking Adjacent to Barrier lines	VicRoads Supplement to Austroads Guide to Traffic Management Part 11 Section 7.6
D3. Signs	
Profile bicycle line	VicRoads Supplement to AS 1742.2 Clause 5.2.8
Signing to allow bicycles on freeways	VicRoads Supplement to AS 1742.2 Clause 3.4.3 (a)
Bicycle provisions on freeways - Application of signs to freeway interchanges	AS 1742.9 Clause 4.3
D4. Interchanges and Intersections	
Provision of cyclists at freeway interchange	Austroads Guide to Traffic Management Part 6 Section 6.4.4
Road User Considerations - bicycles at intersections	Austroads Guide to Traffic Management Part 6 Section 3.4
Road Space Allocation and Lane Management for cyclists (roundabouts)	Austroads Guide to Traffic Management Part 6 Section 4.4.2
Local Road Approaches to Signalised Intersections	Austroads Guide to Traffic Management Part 6 Section 5.3.3
Cycling road crossing facilities	Austroads Guide to Traffic Management Part 6 Section 8
Bicycle Path Terminal Treatments at Road Crossings	Austroads Guide to Traffic Management Part 6 Section 8.2.2
Crossings at Signalised Facilities	Austroads Guide to Traffic Management Part 6 Section 8.2.3
Road Crossings by Off-road Bicycle Paths in Rural and Outer Urban Areas	Austroads Guide to Traffic Management Part 6 Section 8.2.4
Intersections of Paths with Paths	Austroads Guide to Traffic Management Part 6 Section 8.3
Bicycle provisions on arterial and local roads - Bicycle lane treatments at intersections	AS 1742.9 Clause 2.5

Cyclists at Traffic Signals	Cycling Aspects of Austroads Guides Section 9.5
Traffic Signal Displays for Cyclists	Cycling Aspects of Austroads Guides Section 9.5.1
Bicycle Detection	Cycling Aspects of Austroads Guides Section 9.5.2
Treatments for Cyclists at Traffic Signals	Cycling Aspects of Austroads Guides Section 9.5.3

E. PLANNING AND TRAFFIC MANAGEMENT FOR CYCLING	
Topic	Relevant Clause or Section
Bicycle Strategies and Strategic Bicycle Plans	Cycling Aspects of Austroads Guides Section 2.2
National Cycling Strategy	Cycling Aspects of Austroads Guides Section 2.2.1
Local Strategic Bicycle Plan	Cycling Aspects of Austroads Guides Section 2.2.3
Integrated and Multi-modal Planning	Cycling Aspects of Austroads Guides Section 2.3
Bicycle Network Management	Cycling Aspects of Austroads Guides Section 2.4
Purpose of a Bicycle Network	Cycling Aspects of Austroads Guides Section 2.4.2
Functions of a Bicycle Network	Cycling Aspects of Austroads Guides Section 2.4.3
Objectives of a Bicycle Network	Cycling Aspects of Austroads Guides Section 2.4.4
Network and Route Mapping	Cycling Aspects of Austroads Guides Section 2.4.5
Categories of Cyclists and their Network Requirements	Cycling Aspects of Austroads Guides Section 2.4.6
Bicycle Programs	Cycling Aspects of Austroads Guides Section 2.5
Behavioural Aspects Programs	Cycling Aspects of Austroads Guides Section 2.5.1
Traffic Studies and Bicycle Surveys	Cycling Aspects of Austroads Guides Section 2.6
Type of Bicycle Facility Required	Cycling Aspects of Austroads Guides Section 2.7
Combining Bicycle Travel with Public Transport	Cycling Aspects of Austroads Guides Section 2.8
Local Area Traffic Management	Cycling Aspects of Austroads Guides Section 2.9
Traffic Management in Activity Centres	Cycling Aspects of Austroads Guides Section 2.10
Planning Context for Cycling in Activity Centres	Cycling Aspects of Austroads Guides Section 2.10.1
Bicycles in Activity Centres	Cycling Aspects of Austroads Guides Section 2.10.2
Cycling Implications for Traffic Management Practice in Activity Centres	Cycling Aspects of Austroads Guides Section 2.10.3
Traffic Impacts of Developments	Cycling Aspects of Austroads Guides Section 2.11
Bicycle Rider Requirements	Cycling Aspects of Austroads Guides Section 3
Space to Ride	Cycling Aspects of Austroads Guides Section 3.2
Smooth Surface	Cycling Aspects of Austroads Guides Section 3.3
Speed Maintenance	Cycling Aspects of Austroads Guides Section 3.4
Sight Lines	Cycling Aspects of Austroads Guides Section 3.5
Connectivity	Cycling Aspects of Austroads Guides Section 3.6
Information	Cycling Aspects of Austroads Guides Section 3.7

Document Information

Title: Design Guidance for strategically important cycling corridors – Edition 1
Department: Traffic Engineering
Directorate: VicRoads Network Design Services
Approved by: Jeremy Burdan
Manager – Traffic Engineering
Date of Approval: December 2016

Amendment Record

Edition / Revision	Pages(s)	Issue Date	Amendment Description
Edition 1	63	December 2016	First Edition

For enquiries regarding this supplement, please contact the VicRoads – Traffic Engineering team via tem@roads.vic.gov.au or 9854 2417.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Cath	Hataitai	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

No

Comments:

My son is at school nearby and there won't be enough parking for the school or sports fields. Not that many people actually cycle or care about having more cycle lanes in my opinion

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

No

Comments:

We'd like to see what this costs. It seems like a waste of money

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

I've never cycled, none of my family cycle and we don't care about cycle lanes. I bet this is really expensive.

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Catherine Johns	Kilbirnie	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

My concerns are regarding the safety of ourselves and cyclists which reversing out of and driving onto our property at 601 Evans Bay Parade

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris	Other	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
No

Comments:
Introducing further conflict between vehicles pedestrains and cyclists outside St pats is madness, The views of the College should be paramount. Why can any cycleway not be located on Kilbirnie park through this section?

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
No

Comments:
as above. Any cycleway should reduce conflict with SPC users and those using artifical turk and Evans Bay park. The cycleway woud fit between current kerb and treeline on western side of EVB Pde.

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council’s proposed bus changes?
Yes

Comments:
havent given it any detailed thought

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Low importance

Comments:
Listen to SPC submissions. They have more than 800 boy and their families entering and exiting the college each day. How many cyclists might end uop using the cycleway, not many!

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?
 Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris	Te Aro	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Safety of cyclists and pedestrians

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Christine McCarthy, Architecture Centre	Not answered	Architecture Centre	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Not answered

Comments:

Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Not answered

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Not answered

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not answered

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

Please refer to the attached document on the following page(s) to support this submission.

19 March 2018

Oriental Bay Biking Connections Consultation (114); Thorndon Quay Biking Connections Consultation (114); Evans Bay Parade (Kilbirnie) Biking Connections Consultation (114)

Freepost
Wellington City Council
P.O. Box 2199
Wellington 6140
transport@wcc.govt.nz

Oriental Bay



When Lemuel Gulliver awoke tied to the earth by the threads of Lilliput, little did he know that 320 years later he would re-awaken in Cycletown, plonked in the middle of Oriental Bay's coastline ducking thousands of speeding cyclotonians. No one had legs. There were no cars, no pedestrians - just an endless sea teeming with zooming velos. He could stand - but only just. The speeding wheels went this way and that. His body reacted, swaying as the air zapped by. As for walking, just trying to imagine that was exhausting.

Three hours later, arms, legs, ears, eyes dreary, what appeared like common sense prevailed - but, as he gingerly flexed his quadriceps in preparation to escape a seemingly impossible encyclement, a loud voice boomed from the pohutukawa: "Freeze pedestrian." What was he to do, starve on the spot? This way, that way - still they zapped, weaving in and out of the throbbing torrent of other cyclists. A tear tried to run down poor Gulliver's cheek, but even that was whisked away in the velotopian airstream. If only this was Wonderland and a cake with the words "EAT ME" appeared so he could grow so large and stomp out these damn mechanical mosquitos. It was, he pondered, a strange paradox to be so immersed in speed and yet unable to be anything but stationery.

The sun retreated from daytime. Night, more beautiful in the spectacle of flying headlights, was as perennially tiresome. Gulliver consider verticality - but, while digging through asphalt might theoretically be possible, as a destination its appeal was underwhelming. The sun rose, and it was as if, with that blast of light (it was a rather speedy star), he could see beyond the vehiculating stream to PEDESTRIANS. Cheery, relaxed, meandering PEDESTRIANS. Lavish in their perambulatory ways, the sun shone down and they beamed back. Gulliver looked with joy at his leather-clad metatarsals and filled his glance with the potential of movement. He yearned to be over there, but, while the intermitting velocidic



the architectural centre inc.
PO Box 24178 Wellington

wall was as an opaque barrier as ever imagineable, his desire tilted him off balance - face first into mobility. Now the hard reality of asphalt met him while the knife-thin tyre-treads of lyra-bound road biking pinned him down as effectively as any Lilliputian might wish.

He had cherished the well-laundered absoluteness of his crisp, white shirt. Face full of 2.5m of counterflow cycleway, that scented joy of perfumed laundry detergent was progressively whittled away, each tyre-tread rendering his body securely earthbound. As he had fallen the turbulent eddies aerodynamically twisted his body away from a full view of paradisial pedestriana, and realigned him to automotive mania. He now had a kerbside vision of burning rubber and exhaust fumes perforated by a thin line of high heels and angled car parking. As another cyclist's tyres cut into his once white shirt, Gulliver mused that these strips of former footpath and road sliced into selfish modal apartheid might be the epitome of territorial action. He had observed (and viscerally felt) the abuse and physical aggression shown to anyone who dared infringe on another's space. In fact several of the pedestrians were limping as a result. One cyclist was wearing a wheel around his head, but the CARS ... and here was the deep dark secret of Cycletown. While propaganda illustrating happy, smiling cyclotonians was dutifully and liberally distributed, all the while car parking progressively increased every half hour.

Apparently it had begun back in 2018 when 61 car parks mysteriously multiplied into 64, under the illusion of a pro-cycling council. Sustainability was also heralded to be big. But - behind the headlines and photographs of gleaming dental work - an anorexic cyclepath was given the tick. The median strip, where pedestrians were squeezed between increasingly overweight SUVs, was asked to shrink 10%, and pedestrians required to tuck their stomachs even further in. Gulliver, musing on the idiosyncratic ironies, platitudes and unhelpfulnesses of past local governments, under the strain of unsubstantiated climate change rhetoric, was about to pull out a sketchbook as a prelude to a solution, when one of those damn pohutukawa cracked and fell, and sent him deep into unconsciousness, or so he wished when he next awoke on Thorndon Quay.

Thorndon Quay



As night is to day, and black is to white, such was the severity of contrast that Gulliver experienced as he gained consciousness lying in the taudry gutters of Thorndon Quay. And it was night too, or so it seemed, until a voice spoke: "I'll just reset the VR goggles, won't be a minute." The centrifugal force of a blast from the past soon followed. Dark transmitted to light via a heady synesthetic blur of colour, smell and noise. It took a split second to adjust to the sensory overload of intoxicating exhaust fumes, the melodic chug of Matangi trains and the intermittent squeal of cyclists, fearing their lives, as they wove in and out of car doors opening symphonically to the senselessness which determined the perilous combination of cyclelanes sandwiched between moving and parked automobiles. So real did this visage appear that Gulliver coughed, and unconsciously felt in his trouser pocket for an aspirin.

Rivalling Dickens' drab depiction of Victorian London in its precision, the scene had the queasy unease of something akin to a horror film, a perverse scientific experiment maybe?.

or perhaps a reality TV set? Oh yes I know now, it conjured an aesthetically-enfeebled *Truman Show* - too surreal to feel true, but so comprehensively accurate its surreality was inescapable.

"Sorry, forgot the nostalgia filter was in." Sepia faded through the malcontent of Kodachrome to Technicolour grey, as the twenty-first century settled firmly into its illusion. This was indeed the barren wasteland of parallel parking and nondescript architecture that largely compromised the city-side of Thorndon Quay. It smelt, sounded, felt, and seemed - to the uttermost degree of accuracy - to be. This was history at its most alive, rendered so vividly that its antiquations quivered with disbelief. It was a startling lesson which heightened our sense of progressiveness and moral superiority. How far we had come from those dismal days we thought proudly.

"You can take it off now. You can really see the difference can't you?"

Indeed. Sitting atop of the old cylindrical car park ramp, we now occupied the elegant VRTR (a.k.a. Virtual Reality Tea Rooms). It had a splendid view over a twenty-second century "Te Tiriti Kākāriki" - the renamed "Thorndon Quay," following the overthrow of streets named after New Zealand Company directors (Thorndon deriving from Lord Petre's Essex Home "Thorndon Flat"). The green boulevard stretched elegantly insync with the high speed autonomous amphibious mass transit corridor, its homonym "tiriti" conflating "street" and "treaty" suggesting an avenue committed to a new ("green") way. Huge investment in rail and amphibious mass transit in 2018, and the brave redeployment of roads as green corridors, threaded with footpaths and cycleways, resulted in this resplendid image and a net reduction of carbon emissions in Te Whanganui o Tara of over 50%. Ngā taurangi (fairies) danced among giant panakenake (*Lobelia angulata*) and koromiko (*Hebe stricta*), their sweet waiata meeting the karanga of tūi, kea, kākā, and the recently revived huia and moa.

It was a wonderous vision, only possible with the foresight of gutsy political will and foresight, helped along by midnight mayoral vaping sessions as the council weaned itself off a financial dependency on car parking fees to mitigate rates hikes. Car parking, vanquished to suburban garages, enabled a vegetarian takeover of city spaces. Shared spaces supported people, laughter and the occasional day off work, as the lack of segregated mode apportioning of road corridors (confining pedestrians, cyclists and car-drivers to competitive rat-race tracks) became a distant and discredited memory.

Reassured by this manifest vision of utopian proportions, Gulliver sunk back in his hemp-woven recliner, the scent of his kaputī kākāriki wafting aromaticly. Rip van Winkel watched knowingly as Gulliver meandered into unconsciousness for a second time.

Evans Bay Parade (Kilbirnie)



"Ouch!" "Shush!" Cold metal met Gulliver's nose. The light rail car blinked, then frowned: "They don't know I'm here. Be quiet you blundering fool!" Hiding in the corner of the old tram barn, Thomas the Tank Engine's second cousin glared with all the fervour that aspirational light rail (disconnected from any energy source) might muster. "They know I can. They know I can" he grumbled under his breath, sans serif stencilling: "LRT reduces CO₂ emissions" still clearly readable along his slim lined chassis from years of his closetted existence, waiting ... The existential angst of an under-appreciated LRT car required more etiquette training, good manners and patience than Gulliver had ever exhibited at any point in his life to date. He suspected things would not suddenly change now.

"Is that the time?" - an oldy but a goody, and he shamefully slipped away, out of psychological discomfort and into the bright lights of Kilvegas.

Ahh Kilvegas - surpassed only by Ashvegas (... and Rotovegas and Vegasvegas), Kilvegas was one of those happening places still yet to happen. It was suburbia magnificentia. Its only remnant of formal townplanning was a meek strip of Rongotai Road, forever under threat by council proposals for asymmetry. More generally the township excelled in perpetual informalities, seas of off-street parking and carousels of houses. Spun by car-fed roads, these proliferated; a ballet of urban-scaled, lazy-Susans to rival the Bolshoi.

It was this stunning illustration of rotation that struck Gulliver as idiosyncratic. The spine of cars generated a centrifugal hierarchy, where those lower in the transport hierarchy (public transport, cyclists, pedestrians and recessed trees) were restricted to fitting in around the predominant automobilia mostestia, with only the occasional road too sharrow for exclusive car use. Even the painted median strip between Kilbirnie Crescent and Kemp Street was sacrificed to the dominance of the car. But this marginal space was where the beauty of the dance lay, in restricted eddies, swirling through the reflected glories of very shiny motor cars. Stripes of counterflow cycle lanes were seemingly operatic in intent - the glorious repetition, that can only survive in dulcet Italian tones, culturally infused with dervish sensibilities. Round and round and round they went, cyclists of all hue and cry, caught between well-intentioned counterflowing and the upstream of gas-guzzling Honda Civics.

This visual feast of circumspection was dizzying to say the least, causing Gulliver to be moved to sedentary tendencies more than once. He even accidentally found himself rotating in a bus hub and reading its graffiti. An arrow caught his eye and led it along an inexplicable I-beam. It was, for an instance, as if he had pulled a thread and the architecture of the bus shelter had begun to unravel. At this point he realised that unlike the shameless adshelling of the other structures, he occupied a glowing colour field of burnished orange. James Turrell beamed.

The arrow grew bigger and its pointedness became more insistent. "Design makes Wellington" it impressed, as it let slip a faded yellow page. Scrawling pencil wrote in assertive upper case "DRAFT SUBMISSION: MARCH 2018: WCC CYCLING THINGS." Words were misspelt, crossed out and underlined. There appeared an over use of imperatives. "MUST" was a favourite, surpassed only by "UNACCEPTABLE!!!!." "NOT" was recurrent. He wiped the dust from beneath the capitalised title:
"1. Segregation is NOT a sustainable transport strategy. Segregation breeds hatred and selfishness between modes."

Hmmm. It looked like no. 2 had been victim to strawberry jam - an unrecoverable pearl of wisdom no doubt.

"3. This ad hoc and piecemeal approach to transport, urban design and city-making is RETROGRADE and economically short-sighted" the next line yelled at him.

He sat down - this was going to be psychologically draining by all accounts.

Another row of majuscular characters thundered through one set of crossing outs and smudgings: "ARCHITECTURAL CENTRE TRANSPORT MANIFESTO???" followed in quick succession by:

"1. NO LIGHT RAIL IS SHORT-SIGHTED - NO VISION."

"2. INCREASING CAR PARKS IS UNACCEPTABLE."

A calmer typescript, assisted by a less heated lower case, conveyed an intellectual introspection (or so it liked to think): "maintaining the current regime of free or underpriced car parking to store stationary vehicles is an inefficient use of space - weird that council seems to keep on doing this while saying they are pro-sustainability etc. etc. How do they think they'll get those carbon emissions down? deluded all."

More arrows, indented circling and a big tick:

"6. Rigidity restricts. Fewer cars is the ONLY answer"

"9. Car sharing MUST replace private cars in the CBD. More road space MUST be given over to PT and cycling. Strategic use of properly-designed shared space MUST ..."

A daisy chain of blue roses seemed to suggest that the scribe at this point had drifted off into a more poetic space, but the roses morphed into bicycle wheels, hot rods and smiling elephants. The outline of a shoe appeared titled "Eat your heart out Adolf Loos."

Gulliver looked up. If only Kilvegas had the answers. The orange glow that surrounded him surged into a flashing neon sign: "Up your game WCC - BE ~~BRAVE~~ BRAVER!"

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dan A	Hataitai	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

This is exciting. I regularly cycle with a child on the bike and this would make it so much more safe.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Bring it on. This area is badly in need of a revamp to make it cycle/pedestrian friendly.

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Daniel Morgan	Wadestown	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes, but with changes

Comments:

The cycleway should be located on Kilbirnie Park, on the park side of the trees.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

No

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

No

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

The cycleway as proposed around the entrance to St Pats College is a dog's breakfast. Anyone with knowledge of teenage boys (or simply anyone with observational skills) will know that they mill and mass at the beginning & end of the school day. The entrance/ exit to the College is busy enough and does not need cyclists battling their way through crowds of boys & parents. The safety of students in this case outweighs the benefit derived from a cycleway on the College side of Evans Bay Parade.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dave Johnston	Other	Wellington Combined Taxis	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes, but with changes

Comments:
How ridiculous to put from a safety point of view a cycle lane on the left hand side of a bus stop outside marist st Pats evans bay parade on the left hand side of a bus stop heading both north and south right next to the left hand egress doors of a bus. Have you ever seen from a commercial driving point of view exuberant school children children coming off a bus going to school in this case right into the path of a cycle lane at the same peek hour time of a school commencing or finishing. The pllers of this proposal need to get behind the wheel of a commercial vehicle and see whats going on , not just behind a computer e

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes, but with changes

Comments:
Cyclists are not even using the exiting cycle way now on Cobham drive. Yes okay provided they pay for it by road user charges for it

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council’s proposed bus changes?
No

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Low importance

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:
How about cyclists using existing cycle ways and not riding on footpaths, where is the enforcement that existed in the days of the WCCs own traffic department to enforce cycling offences?s

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David Laing	Hataitai	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes, but with changes

Comments:

The proposed scheme looks good, but the proposed width of the cycle lane seems too narrow. I would prefer that the width be increased to meet the Christchurch Cycle Design Group's guidelines (3- 3.5m). A guide/centre-line would also be beneficial.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes, but with changes

Comments:

I think that the crossing on

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

No.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ewan	Brooklyn	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes, but with changes

Comments:

A 2.5m footpath seems very wide when you are proposing road lanes to be as narrow as 3.2m. With parking, and buses running, I can see cars having to straddle the centre line and slow down for oncoming traffic. You might want to look carefully at how much space you have and decide a minimum lane width like 4m and adjust the cycle way and footpath to suit. Cars should have the priority given traffic volumes.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes, but with changes

Comments:

As above.

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes, but with changes

Comments:

I am not sure you want to lose car parking next to a school and busy sports field.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

There are areas of far greater need that are narrow and dangerous for cycling that need attention. Leave the wide streets alone as they work fine.

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Fiona Hodge	Northland	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Frances	Strathmore Park	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes

Comments:
I support the changes which will encourage more sustainable transport and reduce conflict. Bike paths MUST be painted a separate colour throughout to ensure that pedestrians are aware to look both ways. Vital at/near the bus stop. support the idea of diagonal crossing for cyclists at the junction.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes

Comments:
Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council’s proposed bus changes?
Yes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
George Sedaris	Hataitai	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes, but with changes

Comments:
The bike path is 2-way which isn't best practise. Ideally they'd be a cycle path on each side of the road. As a 2-way cycle path it seems to narrow for the volumes of cyclistst that will use the space. However it is an improvement which I'm grateful for.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes, but with changes

Comments:
There is a significant amount of change in this area for buses and cyclists. I don't support the inclusion of new diagonal parking on Bay Road. It's hazardous for cyclists as cars don't always see us. Rongotai Road - could be better worked to the advantage of cyclists; do you really need a wide median strip for the handful of traffic that will turn into the slow-street of Bay Road: couldn't that median better be used as a separated bike path/way?. Through history (reclaimed foreshore, and bus depots) Kilbirnie is a mess of roads - it's a shame that there isn't more of a road diet planned to absorb the excess road in place. However any improvement in cycling infrastructure, even if just short term, is appreciated by cyclists.

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
Yes

Comments:
Yes but missed opportunity to do more radical road dieting and simplification to this hideous network of roads around Kilbirnie centre

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Having an integrated serues of cycleways across the city will get more people on bikes and out of their cars, reducing road congestion. Being able to cycle for the myriad of small trips about the place is more healthy than sitting in a car. These changes to Kilbirnie will help start to link up that network of safe separated cycleways.

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:
Be more radical WCC in reducing the number and complexity of streets in this area. Do more to encourage alternative forms of transport outside of 1-person passenger vehicles. It's ironic that much of Kilbirnie is about sporting activity, and yet there is no encouragement to do anything apart from supply parking, so that users don't have to walk more than 1 min to their sporting destination!

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Gerard	Karaka Bays	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes, but with changes

Comments:

As with all these improvements, the ideal would be a barrier to create separation from cars etc.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Not answered

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

I notice the issue of bikes crossing from Cobham Drive has not been made and probably that awaits the plan for Cobham Drive. It's crucial that it's easy for cyclists to cross - a bridge with a spiral is an obvious solution.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Grace Habershon	Brooklyn	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes

Comments:
Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes

Comments:
Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
Yes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?
Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Hamish	Khandallah	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes

Comments:
Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes

Comments:
Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
Yes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?
Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Harriet Dyer	Island Bay	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

Having a separated cycle path is much better.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Helen Chapman	Not answered	Greater Wellington Regional Council	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

GWRC supports the proposal to have a fully separate two way cycleway along Evans Bay Parade between Cobham Drive and Kilbirnie Crescent. Having this separated from pedestrians with a raised buffer between cyclists and traffic will ensure the safety of less confident cyclists, including school students who may use these routes. The two cycle paths going behind the bus stops on Evans Bay Parade outside KFC are supported, although possible conflicts between bus passengers and cyclists will need to be monitored as at peak times there will be buses using these stops every 2-3 minutes. The new cyclist crossing at the Onepu Road, Rongotai road and Evans Bay Parade intersection will enable cyclists to safely access this new section of cycleway. Advance stop boxes at this intersection are also supported. Consideration is needed as to how the cycleway will link from the cycleway outside KFC to the cycleway on the St Patricks College side of Evans Bay Parade headed towards Cobham Drive. Intersection improvements, such as a special cycle crossing or signal phase at the intersection of Bay Road, Evans Bay Parade and Kilbirnie Crescent may also be required. The sharrows on the slip road off Evans Bay Parade will be very helpful in warning road users to expect people on bikes, however we have some concerns about having angle parking on this slip road. Cars backing out of angle parking may not be able to see cyclists using the slip road, posing a potential safety hazard. The preference would be for parallel parking on one side only if parking is retained here as this is safer and easier for motorists to see cyclists coming. While GWRC supports these cycling infrastructure improvements, they need to be connected to a wider network of cycleways to fully realise their benefits. To achieve this, upgrades to the intersection with Cobham Drive and improvements within the Kilbirnie town Centre, and other key streets are required. GWRC looks forward to seeing the wider proposals for Kilbirnie and working with WCC to continue improving Wellington's transport network.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not answered

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

Please refer to the attached document on the following page(s) to support this submission.

19 March 2018

Wellington City Council
Freepost 2199
PO Box 2199
Wellington 6140

Dear Sir/Madam

Traffic resolutions to enable cycleway development on Oriental Parade, Thorndon Quay, and Evans Bay Parade – Rongotai Road

Thank you for the opportunity to make this submission in relation to the proposed Traffic Resolutions for the Oriental Parade, Thorndon Quay and Evans Bay Parade – Rongotai Road cycleways. This submission complements previous comments and work with Wellington City Council (WCC) officers during the development of these proposals.

Greater Wellington Regional Council (GWRC) supports the development of high quality cycling facilities in Wellington. Providing a network of safe and attractive walking and cycling facilities, and improving integration with public transport services, stops and stations are identified as key areas for improvement in the Wellington Regional Land Transport Plan 2015 (RLTP).

We understand that the intention of the wider programme of cycleway development is to gradually develop a citywide network with facilities that will be safer and more appealing to less confident riders – the ‘interested but concerned’ people who research has indicated would cycle if safe infrastructure was available. We support this intention as it will help to deliver the RLTP vision ‘To deliver a safe, effective and efficient land transport network that supports the region’s economic prosperity in a way that is environmentally and socially sustainable’.

An important consideration in developing cycling facilities’ is how they connect to other existing and planned facilities, and safety for all users of the transport system. For cyclists to feel safe and confident using the cycleway network consistent and legible infrastructure is important.

Please find attached officers submissions made on behalf of Greater Wellington Regional Council in relation to the consultation on the following traffic resolutions:

- TR 29-18 Evans Bay Parade, Rongotai Road, Bay Road (Kilbirnie) new cycleway and new bus hub
- TR 30-18 Oriental Parade two-way cycle path and removal of a bus stop between Herd Street and Freyberg pool

- TR 31-18 Thorndon Quay cycle lanes and associated parking changes between Davis Street and Mulgrave Street

If you have any questions please feel free to contact me by email at helen.chapman@gw.govt.nz.

Yours sincerely

Helen Chapman

Senior Transport Planner, Regional Transport Planning, Strategy Group
Greater Wellington Regional Council

TR 29 -18 Evans Bay Parade, Rongotai Road, Bay Road (Kilbirnie) new cycleway and new bus hub

GWRC supports the proposal to have a fully separate two way cycleway along Evans Bay Parade between Cobham Drive and Kilbirnie Crescent. Having this separated from pedestrians with a raised buffer between cyclists and traffic will ensure the safety of less confident cyclists, including school students who may use these routes.

The two cycle paths going behind the bus stops on Evans Bay Parade outside KFC are supported, although possible conflicts between bus passengers and cyclists will need to be monitored as at peak times there will be buses using these stops every 2-3 minutes. The new cyclist crossing at the Onepu Road, Rongotai road and Evans Bay Parade intersection will enable cyclists to safely access this new section of cycleway. Advance stop boxes at this intersection are also supported.

Consideration is needed as to how the cycleway will link from the cycleway outside KFC to the cycleway on the St Patricks College side of Evans Bay Parade headed towards Cobham Drive. Intersection improvements, such as a special cycle crossing or signal phase at the intersection of Bay Road, Evans Bay Parade and Kilbirnie Crescent may also be required.

The sharrows on the slip road off Evans Bay Parade will be very helpful in warning road users to expect people on bikes, however we have some concerns about having angle parking on this slip road. Cars backing out of angle parking may not be able to see cyclists using the slip road, posing a potential safety hazard. The preference would be for parallel parking on one side only if parking is retained here as this is safer and easier for motorists to see cyclists coming.

While GWRC supports these cycling infrastructure improvements, they need to be connected to a wider network of cycleways to fully realise their benefits. To achieve this, upgrades to the intersection with Cobham Drive and improvements within the Kilbirnie town Centre, and other key streets are required. GWRC looks forward to seeing the wider proposals for Kilbirnie and working with WCC to continue improving Wellington's transport network.

TR 30-18 Submission on Oriental Parade two-way cycle path and removal of a bus stop between Herd Street and Freyberg pool

GWRC supports the removal of the Herd Street bus stop (Stop no 6513) as this forms part of changes to the Wellington public transport services that will be implemented in July 2018.

It is good to see separation of cyclists and pedestrians proposed for this section of road, a clear buffer between the parked cars and cyclists. GWRC supports improving provisions for cyclists on this section of Oriental Parade.

GWRC opposes retaining angle parking along this section of Oriental Parade. Angle parks are less safe than parallel parks as cars backing out have less visibility of other traffic, including faster cyclists who may continue to use the road instead of the cycle way. In addition longer vehicles such as campers or utes may partially obstruct the roadway. GWRC believes that parallel parking would be a safer alternative for this section of Oriental Parade.

While the upgrades proposed are good, connectivity of infrastructure is a key part of encouraging people to cycle. We are concerned about how this section of cycleway will connect to other infrastructure to the east and west.

The current shared path around Oriental Parade between Freyberg pool and Carlton Gore Road does not operate effectively as a shared path due to high pedestrian volumes and frequent events (e.g. Splash and Dash series). Currently there is also an issue with café tables partially blocking the path outside Freyberg Pool. It is unclear how this will be addressed as part of the cycleway development. A smooth transition between sections of cycleway and improved separation of cyclists and pedestrians along the full length of Oriental Parade is needed to realise the benefits of the Herd Street to Freyberg section enabled by this traffic resolution.

To the west cyclists wishing to continue past Herd Street towards Kent Terrace and Courtenay Place will have to cross the flow of oncoming traffic. Currently no provision has been proposed to enable cyclists to safely get across the oncoming traffic. This will deter less confident cyclists from using this route to access destinations to the west. More confident cyclists are likely to continue using the road. The safety risks on the road may be increased due to the narrower lanes proposed to enable the retention of angle parking.

TR 31 -18 Submission Thorndon Quay cycle lanes and associated parking changes between Davis Street and Mulgrave Street

GWRC supports improvements for cyclists on Thorndon Quay as this is an important commuter route that forms part of the strategic cycle network and will link the proposed Petone to Ngauranga cycleway through to the CBD. We acknowledge that these are interim solutions until there is greater clarity about any changes that will be made to this corridor as part of the Ngauranga to Airport – Let's get Wellington Moving Programme.

We are happy to see that angle parking has been removed and replaced with parallel parking that doesn't require motorists to reverse out across the cycleway. It is good to see the timing of parking has been reviewed to ensure this is supporting the use of the Thorndon gateway area.

Cycle lanes

GWRC supports having cycle lanes along both sides of the road and advance stop boxes for south bound traffic. However, it is unclear what buffer is proposed between car doors and the cycle lanes. From the plans available there doesn't appear to be any buffer zone. GWRC suggests that an increased buffer zone be considered to protect cyclists.

In the current proposals it appears that the northbound cycleway starts after the slip road from Mulgrave Street. As this is currently an area of conflict with high numbers of buses using this road to enter and exit from the Lambton interchange we believe further consideration is required to identify the appropriate treatment for this location to provide safe and attractive cycling infrastructure.

Bus stops

GWRC has serious concerns about conflict between cyclists and buses on this stretch of Thorndon Quay and is concerned that these are not fully addressed in this proposal.

The traffic resolution appears to reduce the legal length of the bus stops outside Capital Gateway and City Fitness from 23m to 15m as part of this traffic resolution. This is inadequate for safe operation of bus services in this area.

There are already operational issues for buses using these stops. Northbound buses partially obstruct the road due to the lack of adequate entry and exit tapers to the bus stop and there is queuing at peak times due to the number of buses using this stop. Entry to the south bound stop outside Capital Gateway is partially obstructed by the kerb build-out at the pedestrian crossing. South bound Buses are currently pulling into car parking ahead of the stop to pick up and drop off passengers as they cannot safely enter the stop. Unless stops are lengthened, and adequate entry and exit tapers available buses will face serious operational issues in using these stops and may obstruct the cycleway. Improvements to the bus stops could be achieved by removing two car parking spaces.

There are also concerns with buses needing to cross the cycleway when entering and exiting stops and when turning into the Lambton interchange. It is unclear how this conflict will be managed with increasing cyclists and more frequent bus services. GWRC would like to work with WCC officers to resolve these issues before construction of the cycleway begins.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Hinrich Schaefer	Owhiro Bay	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes

Comments:
important to have separate cycle way from pedestrian and motor traffic. this will be an important link to the other proposed sections. 2.5 meters is quite narrow for a 2-way cycle path, it should be widened.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes, but with changes

Comments:
wider bike path

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
Yes

Comments:
don't care too much about bus changes

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
very important to have long and linked cycle ways. This section is an important part of it.

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?
Not answered

NAME: info@rope.net.nz	SUBURB: Rongotai	ON BEHALF OF: As an individual	ORAL PRESENTATION: Not applicable
----------------------------------	----------------------------	--	---

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

It will feel safer to bike around the suburb when this is done.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jacky Reid	Strathmore Park	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
No

Comments:
Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
No

Comments:
Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
No

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Moderately important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?
Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
James	Island Bay	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

This is a great improvement encouraging active transport and a more liable city. I wonder if the slip road should be closed to through traffic, making it much more amenable for pedestrians, cyclists and residents.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

This is a great improvement especially given the amenities for kids and families in this area (pool, park, library and school).

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

I support ongoing reprioritisation of private cars including parking.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
James Burgess	Wellington Central	Cycle Aware Wellington	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

Good proposals that will make an important connection safer and more comfortable to cycle.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Good proposals that will make an important connection safer and more comfortable to cycle.

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

The road changes make sense for the changes to the bus services. And the designs involve some hard work and clever thinking to get cyclists safely through this busy, complex area.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

This route links Kilbirnie to the Evans Bay coastline and paths in both directions. It also provides better access for pupils who want to cycle to St Pat's.

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

As with the Oriental Bay bike path, it's a bit narrow for a two way path. Needs better visual separation, and maybe a centreline. Needs a better crossing on Cobham Drive though changing the 'free left turn' slip lane from Cobham Drive would help here, without affecting traffic queues too much.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
James Fluker	Mount Victoria	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes

Comments:
Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes

Comments:
Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
Yes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:
The proposed changes represent a more balanced network where opportunities to cycle safely are just as available as the opportunity to drive safely. Further changes could be made in the Kilbirnie area to include more off-road cycle lanes.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
JC	Brooklyn	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

I like the two way bike lane in one easy to find option and seperated from road, parking and footpath

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

I like the two way bike lane in one easy to find option and seperated from road, parking and footpath

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes, but with changes

Comments:

less parking, just adds confusion, and disrupts flow, make a seperate parking area instead of in bus and traffic flow

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jen	Miramar	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes

Comments:
Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes

Comments:
Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
Yes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?
Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jill	Newtown	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

Looks like a much safer solution. Though still doesnt help people from Newtown who want to get Evans Bay safely.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Having got people to Kilbirnie, how will this link to the airport or south coast safely???

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

There is now massive congestion from eastern suburbs, need to make it safer and more convenient to take public transport or cycle. But this needs to link to a proper network that goes somewhere.

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Need an underpass or bridge from Cobham drive to ASB centre. Currently there is no safe way to cycle from Miramar to ASB without going through the airport tunnel!!!! Need some decent cycle lanes in Miramar that join cycle routes to the city, Newtown and Kilbirnie to encourage more people working at Weta to cycle!

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jonathan	Mount Victoria	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes, but with changes

Comments:

I support any changes to infrastructure that enhances the safety of people on bikes. However, there needs to be grade separation to clearly delineate where the footpath is. Also needs to be wider than proposed to cater for different cyclists speed

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes, but with changes

Comments:

Yes, but requires clear delineation (grade separation) from the footpath and road. Also is narrow to enable different speed cyclists

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Requires grade separation to clearly show where the footpath ends

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Joseph Shannon	Roseneath	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes

Comments:
Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes

Comments:
Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
Yes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?
Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kate Grimes	Lyall Bay	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes, but with changes

Comments:
Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
No

Comments:
Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
No

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Low importance

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?
Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kathleen	Mount Cook	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes, but with changes

Comments:
Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
No

Comments:
Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
No

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Low importance

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:
Please note this comment is not addressing this project singularly, but all of the roading projects planned by the Wellington City Council. I am glad that the council are focused upon improving the safety of our roads. Cyclists and pedestrians are most at risk simply because they're not traveling in big metal boxes. However, I believe that they council is choosing to ignore the issues which make our roads dangerous; congestion and drivers' attitudes. Many of the streets that are included in planned roading projects are arterial routes through the city for buses, cars, and cyclists. While waiting for a bus in the CBD, I can look up and all I will see are a multitude of buses going in every direction but the one I want to catch will still be late. The public transport system within Wellington city and suburbs needs an extreme overhaul so services are streamlined and beneficial to those who choose to use them. Driver attitude also needs to be addressed, as currently most motorists do not have patience for cyclists. This often causes erratic driving. However, cyclists must know and adhere to the road rules if they are going to use the road.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Keith	Newtown	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes

Comments:
Good to see some consistency by having the raised bike path beside the footpath like in other designs and a small area so hopefully you don't get doored by a parked car.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes

Comments:
Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
Yes, but with changes

Comments:
Putting angle parking and islands at Bay Road by the Subway & Red Cross could create more of a hazard. It is more dangerous for a car to reverse out of a parallel park or open a driver's door beside cyclists? Reversing cars will not see the bikes riding along to Evans Bay very easily at all. The islands all create worse pinch points that are proposed beside the parallel parks just like the islands in the middle of Crawford Road (top end).

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Great for commuters but also a number of school students and people travelling to the sports fields.

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kim Kelly	Breaker Bay	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

This is much better than the current version where I have to bike on the road and hope everything is ok

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

It is currently unsafe in this area - need an offroad solution from start of this to the offroad bike path that goes across Kilbirnie/Lyall Bay

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kirsten Forsyth	Lyllall Bay	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

The shared cycleway would work because usually most cyclists are travelling in the same direction. I also believe that cyclists should be separated from pedestrians. the difficulty will be transferring to the cycleway when coming from the bays.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Not answered

Comments:

I currently rarely cycle that stretch because it gets very crowded with buses and cars. this will improve that

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

they look very practical and the buses need room to pull in

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

I cycle to work around Evans Bay etc from Lyall Bay because it feels very much safer than going through Newtown, which feels too busy, or the tunnel, which means cycling around the basin. I love the ride and would love it to be even better. These improvements will help that

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kitty	Miramar	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

No

Comments:

Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

No

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
L Mck	Karaka Bays	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Not answered

Comments:
All I want is pedestrian access across cobham drive so I do t get knocked over by a car . Now the trolley bus lines are gone please put in an over ridge so I can cross from cobham drive so I can access the asb centre ifcealming from Miramar or biking from Mirimar

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes, but with changes

Comments:
All I want is be able to walk or bike from Miramar along cobham drive then be able to safely cross the road to get to the ASB centre using an overhead pass now that the trolley lines have gone that I can take my bike across safely. Very few people will be using what you are planning until there is a safe way of access across cobham drive rather than having to go all the way to the lights at St pats and then double back. Please get a cross over cobham drive so we can safely access the ASB sports centre. So many more people would bike or walk from Miramar if it was accessible

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council’s proposed bus changes?
No

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Low importance

Comments:
Spend money on what people use. Not that many people cycle around the Kilbirnie hub . Instead get safe access across cobham drive

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Liz Leonard	Miramar	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes, but with changes

Comments:
Yes. I understand why there is a proliferation of bus-stops here, but retaining them and narrowing the road is a hazard. The fact that you can draw tidy lines on the road does not mean that the buses stay within them. I think you will see what I mean about a significant hazard if you rework the diagram to be all the busstops full and cars goin both north and south. For this option to work with a cycle-lane, the school needs to find another bus solution

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes, but with changes

Comments:
All these options miss the main point of HOW TO GET CYCLISTS AND PEDESTRIANS FROM COBHAM DRIVE into KILBIRNIE Crescent and Evans Bay Road. You need a much more joined up solution than all this piecemeal consultation

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
No

Comments:
As a pedestrian I don't want to walk along this stretch with no windshelter or retail shelter. I am likely to use the bus less.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Low importance

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:
The proposed solution is not future-focused. It doesn't fix the main problems experienced now, and therefore unlikely to be fit for purpose even in the intermediate term

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Maire Perrott	Wilton	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

No

Comments:

As a parent of a student at St Patrick's College I am very concerned about the safety of the proposed changes in regards to safety of the students and college community. This is an extremely busy area and with all of the foot traffic and cars associated with the school at certain times of the day I think it could become very dangerous.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

No

Comments:

The danger that might be associated with having the bike paths at certain times of the day. This is an extremely busy area and I don't feel it will be safe for any pedestrians or road users.

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes, but with changes

Comments:

I would not like to see another bus area on Evans Bay Parade near St Patrick's College - this would only add to the number of hazards already happening at peak times.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

I believe improvements are great but not when they jeopardise safety.

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Maria Elenio	Island Bay	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
No

Comments:
The changes on Evans Bay Parade to accommodate a cycle path will only cause serious safety hazards for all users of the road. Not enough thought has gone into the ramifications of the options and the potential impact on students at St Patrick's College and those who use the sports fields on both sides of the road. This rushed consultation is an inadequate response to the demand for residents and other users' views to be heard by a council that seems determined to ram through cycleways on roads where cyclists are already safe which will result in mayhem. As we have seen in Island Bay the cycleways are poorly used and unnecessary while creating nightmare conditions for people exiting driveways, crossing the road or simply driving down the road.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
No

Comments:
The changes proposed for Evans Bay Parade to accommodate a cycle path will create a traffic nightmare for all users - motorists, pedestrians and cyclists. All the options offered remove car parking, in the absence of any pedestrian crossing create safety hazards for pedestrians and will cause traffic to jam in both directions. All this to accommodate a handful of cyclists who manage to use the road safely without a dedicated cycle path. Has the council not learned anything from the unresolved debacle that is the Island Bay cycleway? There has been a reduction in the number of cyclists using The Parade since the cycleway was installed and yet the dangers for all users of what used to be a wide and safe road are huge. Do not create a carbon copy of this mess on Evans Bay Parade. Where is the consideration for the needs of St Patrick's College students, the buses that transport them to and from school and those who drive to school, never mind the many parents who drop off their sons at the school. Just visit the road on a Saturday afternoon in winter and see how busy the road is for sport and bear in mind that within a few metres of the road are school grounds and public parks hosting players from all over the country. Stop this now.

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
No

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Not important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Marist St Pats RFC	Other	Marist St Pats RFC	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
No

Comments:
Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes, but with changes

Comments:
Evans Bay Road from Cobham Drive to Kilbirnie Cres is prime parking for the players, coaches, managers and supporters of various winter and summer sports codes that use Kilbirnie Park, Evans Bay Park, the St Patricks College Artificial Turf and the Kilbirnie Aquatic Centre. Parking is difficult at the best of times and for those seeking to use the facilities in the area, removing the on-street parking will only make this worse. The proposal seeks to reduce motorist parking by almost 20%. Limiting parking is going to greatly affect the active participation of those involved in the sporting codes that rely on the availability of parking; the proposal will effect one of Wellingtons prime sporting hubs to draw in sports participants and keeping the Kilbirnie environs a thriving sports sector. There is no problem with the road in its current form. The road is used by few cyclists compared to motorists and cyclists should not have a disproportionate amount of space on the road. The solution is for the WCC to be consistent and adopt the proposed Thorndon Quay (Davis St to Mulgrave St) solution that retains bike lanes on both sides of the road and retains the existing parallel parking.

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council’s proposed bus changes?
Yes, but with changes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Moderately important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mark	Owhiro Bay	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
No

Comments:
No need to change. Its wide enough for cyclists as is. Changes mentioned only add to traffic conjection, narrow the road and make it less safe for those mainly using the road namly the sports ground, St Patricks, pool, thru traffic and shoppers.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
No

Comments:
For similar reasons as before. Its not needed.

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council’s proposed bus changes?
Yes, but with changes

Comments:
Keep dual lane road width as this is a main thoroughfare.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Not important

Comments:
I drive, cycle but my prefered transport is motorcycle as its the most as its the most efficient transport by far for urban commuting and and safer and healthier (Scientificallly proven) than cycling.

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mia Wood	Other	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

No

Comments:

This takes out parking on one side of the road

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

No

Comments:

There is currently plenty of room for cycling on road

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

No

Comments:

The stopped buses block traffic and that angers drivers, causes congestion and it just silly

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

Cyclist are 1-2% of commuters. Buses move more commuters but if they block the roads then this isn't a solution

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Use no commuting roads and side streets and paths through parks for cycleways

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michael	Miramar	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Micheline	Kilbirnie	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes

Comments:
Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes

Comments:
Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
Yes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?
Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
N Booth	Newtown	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

I think the changes will encourage safe, low carbon emissions transport

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

This I cycle here often and think this area will benefit from this redesign.

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Competing the network of safe cycling routes between Miramar and the city will improve the transport options for many. An incomplete or disrupted network will be much less effective.

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Neal Swindells	Hataitai	St Patrick's College Wellington	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

No

Comments:

Submission from St Patrick's College is attached.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

No

Comments:

As covered in submission.

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes, but with changes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

As covered in attached submission.

Please refer to the attached document on the following page(s) to support this submission.

Submission from St Patrick's College to WCC on the proposed two-way bike path on Evans Bay Parade

St Patrick's College Wellington is situated at 581 Evans Bay Parade. The College currently has a roll of 822 students and approximately 80 staff members. The only means of access to the College is from Evans Bay Parade.

As the Rector of St Patrick's College I am primarily tasked with ensuring the health and safety of both our staff and students. I have grave concerns for their safety if the proposed two-way bike path is situated directly outside the College. It is my sincere belief that placing the two-way bike path outside the College will endanger student and staff safety due to: the physical constraints of the reduced width of the road; placing the two-way bike path closest to the footpath and pushing the bus stops out towards the centre line; and the logistics of the large number of parents who transport their sons to College each day and drop them off outside the school. We are a "destination school" as the only Catholic boys' school in the Wellington City area most of our student have to travel via car or public transport to school.

St Patrick's College strongly urges the WCC to consider adopting the same proposal as put forward for the Thorndon Quay option which shows the bike lanes placed on the outside of cars parked on the road or to move the cycle lane onto Kilbirnie Park.

The planned two-way bike path has direct impact on St Patrick's College as follows:

- 2.5m wide footpath and 2.5m two-way bike path and then a 1 metre wide buffer between the bike path and the road. The traffic lane outside the College would be reduced from 4m to 3.2m.
- **The College has valid concerns about the proposed layout which essentially means that our students would have to cross the two-way bike path twice a day enmasse when arriving and leaving school. The placement of the bus stops puts them so far out onto the roadway that it would force cars trying to pass to cross the centre line. Evans Bay Parade is already a narrow stretch of road and with the volume of cars parked adjacent to Kilbirnie Park there is considerable issues around limiting and blocking the flow of traffic. Currently the College manages the logistics of students leaving the College grounds each afternoon by assigning staff to manage the flow of students leaving the grounds and accessing school buses as well as trying to manage traffic congestion caused by cars stopping on Evans Bay Parade to pick up students.**
- Along Evans Bay Parade (section 1) there would be 72 carparks reduced from 88 currently. 57 of these car parks would be on Kilbirnie Park side. There would be 15 spaces on the College side reduced from 23.
There are two Council owned parks located on this stretch of Evans Bay Parade – Kilbirnie Park and Evans Bay Park. There is a lack of parking currently on Evans Bay

Parade which is exacerbated at the weekend when there is winter sports. Typically people park on Evans Bay Parade, or in the Aquatic Centre carpark. There is little parking available at Evans Bay Marina now that is used predominantly by campervans.

- The kerb on the Kilbirnie Park side would be recessed towards the trees by up to 1.4 metres to retain the car parking along this stretch.

In our previous submission to WCC on the proposed cycleway on Evans Bay Parade the College supported the option of placing the cycleway on Kilbirnie Park. Why is this no longer given as an option? It would certainly be our preferred option and safer for our staff and students.

- The crossing point and traffic islands closest to St Patrick's College (north of Kemp Street) would be retained.

There is no crossing point or traffic islands close to St Patrick's College (north of Kemp Street). These were removed a couple of weeks ago. It is of real concern to the College that given the movement of students walking and cycling to and from College from Kilbirnie and Hataitai that there is no pedestrian crossing for them to use to safely cross Evans Bay Parade from St Patrick's College apart from those situated at the intersection of Evans Bay/Cobham Drive or at the intersection of Evans Bay Parade and Kilbirnie Crescent.

Information request:

- St Patrick's College would like to know if the Council has done any relevant traffic surveys to determine the number of cyclists that cycle along Evans Bay Parade during the week and at the weekend, and to request a copy of that data if it is available. Anecdotally the majority of cyclists cycling around the Bays continue on along Cobham Drive and round to the Miramar Peninsula.

Points to note:

- The College has two driveways which exit directly onto Evans Bay Parade and would need to cross the proposed two-way bike path. One of the 2 driveways is used extensively by staff, contractors making deliveries to the College, people accessing our College hall when it is hired out at the weekends, and members of the public accessing the artificial turf which was built in partnership with Wellington City Council and is hired out extensively in the evening and at the weekends.
- The proposed plan does not show any reduced speed signage nor is there any signage showing that this is a school zone. The College has spoken to the Council about concerns about the 50km speed zone on Evans Bay Parade and the lack of signage that there is a school.

- We are very concerned about the proposal for a new bus stop on Evans Bay Parade opposite the College. This is simply the wrong place for a bus stop. Cars would not be able to pass a parked bus without crossing to the wrong side of the road. Placing the additional new bus stop right outside the College is ridiculous.
- There is no pedestrian crossing across Evans Bay Parade – even though many of our students cross this busy road. Could a landing pad be created on the Kilbirnie Park side of the road and a pedestrian crossing put in as part of these changes?

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nicolas Vessiot	Strathmore Park	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

No

Comments:

There needs to be a physical separation between bikes and pedestrians. The bus stop will allow passengers to walk directly onto the cycle lane. This is not a safe design.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

No

Comments:

Same as above

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes, but with changes

Comments:

The cycle lane needs to be physically separated from the footpath, and be wide enough to allow cyclists to overtake in the lane.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

This new set up will not encourage commuters to use this new cycle lane and they are likely to stay on the road.

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Oli D	Miramar	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

I support these changes to make transport better for people on bikes, in cars, walking or taking the bus.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Owen Ashwell	Lyllall Bay	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes

Comments:
It will make my bike commute safer.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes

Comments:
More bike lanes the better - people need to realise this.

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
Yes

Comments:
no

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Important

Comments:
no

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?
Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
P Weston	Island Bay	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
No

Comments:
There is at times too much foot traffic from school and sports fields to allow cycling next to a footpath. Currently cycling with traffic allows the cyclist to move into the car lane to avoid buses, cars and pedestrians. A dual cycleway hemmed in between pedestrians and buses will not. I cycle to and from work on this road regularly and have never had an issue with space.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
No

Comments:
Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
No

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Low importance

Comments:
Cycling through Kilbirnie at the moment is not dangerous as long as the cyclist follows the road rules. Changing this to give a dedicated lane shared with pedestrians could lead cyclists to apply the same mindset on road as they do on cycleways.

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Patrick	Not answered	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes, but with changes

Comments:

The bicycle road should be on the Kilbirnie park side - it might even meander around the trees. The present proposal is unworkable when the pupils of St Patrick's are waiting for buses, getting off buses, waiting for pick ups, being dropped off, etc. This plan would block the cycle road and make cyclists swerve into the pedestrian path. Most bicyclists, on a straight road will travel up to 40 km/hr. This could be extremely dangerous for pedestrians and dangerous for them where cars have to cross from St Pat's.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes, but with changes

Comments:

Put the bicycle road on the Kilbirnie Park side. Safer and less disruption for everyone

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

No

Comments:

Don't really know much about it

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

As long as bicyclists are accountable to speed limits and safety.

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Patrick	Ngaio	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Pete Twidle	Hataitai	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
No

Comments:
The Kilbirnie Park side of the road is fully occupied with parked cars during the week for school parking and in the weekend for users of Kilbirnie Park. Driving alongside parked cars it is natural to allow extra space in case of dangers of people walking out from between parked cars and to avoid car doors opening suddenly. You are proposing to narrow the lane to such an extent that you will not have the space for cars driving past parked cars to keep a safe distance away from the parked cars. Especially in the weekend this is even more important with children's sport meaning a lot of children are getting in and out of cars - don't take away the safety of a wide lane for drivers going past parked cars. There is also the practical side; with a narrowed lane, when park users are getting in and out of cars through their car door on the roadside, traffic will have to stop while the car door is open (for people loading children and sports equipment into cars). Currently the road is safely wide enough to allow traffic to keep flowing past while car doors are opened.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
No

Comments:
Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
Yes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Low importance

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Philippa Cithbert, The New Zealand Automobile Association Incorporated	Wellington Central	The New Zealand Automobile Association Incorporated	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

This submission is made by the Wellington District Council of the New Zealand Automobile Association. The District Council represents over 190,000 members. The Wellington District Council have considered the proposed changes and fully support the proposal.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Not answered

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Not answered

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not answered

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
please stop this madness	Hataitai	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

No

Comments:

Not enough cyclists to justify this expense, and many cyclists will still prefer to use the road.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

No

Comments:

It is mad to put a cycleway between the footpath at the bus stop and the shops/KFC etc. What will happen when someone is running for a bus in the rain? They will smack into some maniac racing along the cyclepath. Cycleways should never be put between footpath and properties.

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

No

Comments:

See above. It's dangerous to put a cycleway behind a bus stop, where people are running for a bus, marshalling children, looking for their snapper. Don't you have any conception of how people really behave? Cyclists just bowl along without any regard for pedestrians.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

Waste of money. Will add to congestion because many cyclists will just stay on the narrowed roads.

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ray Whelan	Maupuia	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
No

Comments:
This is just another Council project to spend ratepayers dollars where it is not necessary. The current situation works very well so leave it alone

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
No

Comments:
Currently both walking and cycling along this area is minimal. Maybe a small widening of the footpath could be considered. It is a very busy stretch of road and motor traffic is increasing. This traffic will continue to increase citywide as the population increased and will change from fuel driven to electric type of vehicles so we must not reduce lane sizes. Parking in this area is at a premium now and to reduce car parking is ridiculous. Agree the bus stops need improvement and if some car parks need to be removed we would support this.

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
Yes

Comments:
The current bus stops need improvrmnt and Council needs to concentrate on public transport and stop the nonsense of more cycleways which are not necessary and not even compulsory to use if provided.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Not important

Comments:
Improve public transport and improve road access in these suburbs to remove large congestion which occurs on a regular basis

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:
The main traffic routes need to be improved and cyclists directed to secondary roads. Plaese stop painting the almost never used green stop boxes. It seems all of Councils "engineer" designers only concentrate on cycleways.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Raymond Kemp	Woodridge	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Reimo Geerts	Newlands	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Richard	Lyllall Bay	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes

Comments:
Awesome work - it will make the last link to Evans Bay Intermediate and Ponake fields safe for our kids

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes

Comments:
Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
Yes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
It will unlock the ability for kids to ride to school and rugby safely

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?
Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rod Page	Island Bay	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

No

Comments:

OK as it is there are more important things to spend the money on

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

No

Comments:

See previous

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

No

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rosemary Russel	Kilbirnie	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

No

Comments:

Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

No

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

No

Comments:

We are just losing too many carparks. If people cannot park they will take their to another shopping area

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

It need a footpath on park side so mothers and children can walk around the park

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
S. Bates	Crofton Downs	Not answered	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
No

Comments:
Even the WCC's best estimates for the increase in cycling still have them as a tiny minority of Wellington's commuters. WCC should be looking at mechanisms to increase uptake of public transport options and to reduce congestion (as congestion vastly increases environmental pollution from motor vehicles). I am opposed to any option that increases the likelihood of congestion. As the proposed changes narrow lane widths and tolerances, and place bus stops in such a way that they will cause traffic to stop, I am opposed to this plan. Also, as this is located outside a school, any decrease in available parking is also likely to vastly increase congestion especially around school dropoff and pickup times.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
No

Comments:
Even the WCC's best estimates for the increase in cycling still have them as a tiny minority of Wellington's commuters. WCC should be looking at mechanisms to increase uptake of public transport options and to reduce congestion (as congestion vastly increases environmental pollution from motor vehicles). I am opposed to any option that increases the likelihood of congestion. As the proposed changes narrow lane widths and tolerances, and place bus stops in such a way that they will cause traffic to stop (especially traffic turning from Evans Bay Parade to Bay Rd), I am opposed to this plan. Additionally, the location of the bus shelter on Evans Bay Parade combined with the cycleway location, will prevent motorists exiting the KFC park/Mobil forecourt from being able to have full view of traffic.

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
No

Comments:
Even the WCC's best estimates for the increase in cycling still have them as a tiny minority of Wellington's commuters. WCC should be looking at mechanisms to increase uptake of public transport options and to reduce congestion (as congestion vastly increases environmental pollution from motor vehicles). I am opposed to any option that increases the likelihood of congestion. While I do support the bus changes by the GWRC, I cannot support the additional cycleway changes proposed by the WCC. I believe that the proposed bus changes can be implemented now, with very little impact to current traffic patterns, without the additional expense of the cycleway. I am opposed to the present plan if it proceeds with a cycleway.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Low importance

Comments:
WCC's present safer city-wide cycling network is being implemented in a haphazard manner with no consistency. Some projects have cycleways on both side of the street while this proposal doesn't. Some

projects have cycleways next to traffic while other projects have cycleways protected. This project has a combination of protected cycleway, and a cycleway running behind footpaths. This is inconsistent and confusing for users. Worse still, projects seem to be implemented in a manner that ignores residents inputs (as seen in Island Bay). Some cyclists even ignore the cycleways constructed specifically for their use. Even the WCC's best estimates for the increase in cycling still have them as a tiny minority of Wellington's commuters. WCC should be looking at mechanisms to increase uptake of public transport options and to reduce congestion (as congestion vastly increases environmental pollution from motor vehicles). While I do support safer cycling options, these need to be implemented in a manner that is proportional to all traffic types, not to the exclusion or reduction of key modes of transport.

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sandra Hany	Roseneath	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sarany pan	Newlands	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Shaun	Khandallah	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes

Comments:
Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes

Comments:
Generally I do not support the use of a bike traffic signal.

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
Yes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Low importance

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?
Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Simon	Karori	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes

Comments:
How will people access Kilbirnie park and pool with no bike path on that side of the road?

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes

Comments:
Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council’s proposed bus changes?
Not answered

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Simon Coffey	Island Bay	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

No

Comments:

The current plan will be dangerous for the 800+ St Pats students what will have to cross the cycleway as well as the cyclists using the cycleway.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

No

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

No

Comments:

Removing car parks is not a good idea.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

Too much money being spent on cycleways that continue to be little used.

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Siobhan Isles	Melrose	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

I support any changes which make cycling safer.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

complete separation of cyclists, pedestrians and cars is safer for everyone

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Stephen Moore	Hataitai	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
No

Comments:
Its stupid to reduce Traffic lanes (4m to 3.2m) between Kemp Street and Cobham Drive as this is the route used by oversized vehicles to travel to Kilbirnie after coming around the bays because they dont fit the old Mt Victoria car tunnel

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
No

Comments:
Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council’s proposed bus changes?
No

Comments:
creating the bus hub will mean a significant increase in pedestrians crossing the road to get to Bay road which has safety issues and will further block a already heavily congested road

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Not important

Comments:
Why have a bike lane next to KFC as who will use it. I dont think cyclists will ride down Onepu road, cross to here and then wait for a pedestrian crossing so they can then ride down Evans Bay parade? I dont think so

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:
The proposed traffic signal for cyclists outside Pak and Sav will only hold up vehicle as it should not be installed until there is a proven volume of cyclists to warrant it. Idiot pedestrians will push it in mistake

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Teresa	Hataitai	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes

Comments:
I think it is great this is happening. I particularly like the two way cycle path next to Kilbirnie Park. I regularly cycle this way and it will be great to have a dedicated place for me to cycle. It will also link in with the two way cycle paths being built along Evans Bay into the city and out towards Miramar. Makes sense to have that consistency.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes

Comments:
Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
Yes, but with changes

Comments:
I'm not sure about this. finding it hard to visualise but generally support the idea of a separated cycleway.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
I applaud the council for making cycling a safe option for people. So many people are interested in cycling but concerned about safety. This gives people options. I also like the fact that this cycleway can be used by students cycling to schools in the Kilbirnie area. Please ignore the naysayers who claim no one uses these cycleways. If we judged footpaths by their usage at any given time of day we would rip them all up. Keep it up WCC!

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Thiago Tirapelle	Kilbirnie	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes

Comments:
We Live in Kilbirnie Cres, and I cycle to work every day. This would be great for me, and for the neighbourhood.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes

Comments:
That is a very busy and dangerous intersection, not only for cyclist, but also for any traffic. Would be great to see this project come to light as it would make that area safer and more liveable.

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council’s proposed bus changes?
Yes

Comments:
would be an improvement.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Having safer zones could encourage more people to ride.

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:
A well signalled Two-way bike/Pedestrian path is needed in Cobham Dr. Like what you show here in the photos, a clear indication of direction, so that pedestrians and the cyclist know well where to walk depending on the direction you are going. I cycle on this Two-way shared path every day, and everyday there are Pedestrians and even cyclist using the wrong side of the Path. This is not an minor inconvenient as it can easy cause a very bad accident, all it takes is two people pulling out to the same side. And if you think that after a collision, the person could even get out of the path and in the way of the incoming traffic. All of this could be easily solved by Painting the Direction in the Two-way Path.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Thomas O'Flaherty	Aro Valley	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes, but with changes

Comments:
The bike lane needs to be a minimum width of 3.0metres and a preferred width of 3.5metres. If not it is very unpleasant to ride when the inevitable high volume use will arrive. It can be frustrating and annoying to have to think carefully about how you will squeeze past every single oncoming cyclist.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes, but with changes

Comments:
Please ensure that all parking is heavily time-limited. We do not need vehicles sitting around all day on arterial routes.

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
Yes, but with changes

Comments:
While I support most of these. Please don't stop here and continue to roll out the major cycleways plan for all of Kilbirnie, you spent the money designing and consulting on it, so please roll it out. It is desperately needed to drive culture change in the area.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
This is an area that is an obvious place to encourage cycling so as to reduce road congestion into the city and make it a greener and more livable neighbourhood.

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:
My general comments are to ensure minimum width of 3metres for all the two way cyclelanes, limit car-parking on arterial routes. Time limit all car parking.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tim	Mount Victoria	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

The bus interchange at Kilbirnie is my single biggest frustration with Wellington buses and am super happy to see this route straightened.

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tim Jenkins	Wilton	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes

Comments:
A good proposal.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes

Comments:
Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
Yes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?
Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tim Priest	Not answered	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes

Comments:
Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes

Comments:
Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
Yes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?
Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tom	Newtown	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?
Yes

Comments:
Please do this!!!!

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?
Yes

Comments:
Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?
Yes

Comments:
No

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?
Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tony	Strathmore Park	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

No

Comments:

Doing this proposal outside St Pats. is an accident waiting to happen. A double cycle lane with bus parking + pedestrians + a vehicle crossing to the turf all in one area has to be a recipe for disaster.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes, but with changes

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tracy	Strathmore Park	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

This is a great improvement to the current situation, which works poorly for cyclists. Good connection to the seaside cycleway continuing on towards Greta Point.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

This looks like a great solution, a great overall improvement for Kilbirnie (all road and path users) with this bus hub. I would also support the suggestion for "improving the traffic lights on Rongotai Road (outside Pak'nSave) by creating a separate bike crossing signal to allow people on bikes to ride diagonally across to Evans Bay Parade (on the KFC corner) and join the proposed new bike path behind the proposed bus shelters"

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

I've recently resumed cycling after a nearly 20-year break, and I often cycle to and from, or through, Kilbirnie. The existing options are a mess (with a few bright spots), and the approved and suggested improvements are exciting, welcome, and important.

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ursula K	Strathmore Park	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

No

Comments:

I cycle from airport tunnel to Wellington via Oriental Bay most days. The current solution along Rongotai works well In my opinion. Evans Bay Road is so wide that IMO a cycle path is not necessary. Where cars need to cross a wide foot/cyclepath to get onto the road, this can be quite dangerous and cars are likely to just sit on the cyclepath waiting for a gap in the traffic.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

No

Comments:

See previous answer

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

No

Comments:

I don't understand why this is necessary.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

See above

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Have there been any incidents? I have had lots of near misses in central Wellington but not in Kilbirnie

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Valerie Townsend	Miramar	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

I cycle daily and welcome the changes you recommend. thank you for your efforts

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Not answered

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Wellingtonian	Newtown	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

Yes

Comments:

Not answered

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

Yes

Comments:

Great! more please

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

Yes

Comments:

Lets make public transport efficient and user friendly by accomodating for it to grow

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

need safe cycleways to increase ability for people to chose this mode of transport

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
William	Te Aro	As an individual	Not applicable

Overall support

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between Cobham Drive and the Kilbirnie Crescent intersection?

No

Comments:

The drives (2) at St Pats College will impact on the" cycle way. It will make a high density situation for college buses even more difficult and hazardous. There are not enough cycles using this strip to warrant a cycle way.

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade between the Kilbirnie Crescent intersection and Rongotai Road?

No

Comments:

Insufficient use by bicycles. The council could put its money - our money to better use!

Bus hub changes

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

No

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

I am totally against this inane proposal.

Other comments

Are there any other comments you would like to make about the proposed changes to Evans Bay Parade and related streets?

Comments:

Not answered