



Transport Projects

Newtown Connections packages engagement data analysis

13 November to 11 December 2018

Diagram

+

**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

Introduction

About this report

This report summarises the feedback received during the second round of public engagement (November–December 2018) on three packages of options for biking routes in Berhampore, Newtown and Mt Cook.

The data analysis shows the breakdown of feedback received on each of the packages, with graphs, theme maps and comments. It also provides data on responses to the more general questions (on additional routes, parking and urban design) and demographics of submitters.

This and the previous engagement (June–July 2018) involve taking a fresh look at how to improve neighbourhood connections and develop safer and easier links to the central city from Berhampore, Newtown and Mt Cook.

The project is part of our programme to develop a connected citywide cycle network so people of all ages and abilities can safely choose to make more trips by bike.

As well as the people who already cycle, we want families, children learning skills on school bike tracks, and anyone else who would like to be able to go by bike sometimes, to have routes where they feel comfortable riding. This can only happen by making changes on some streets.

Introduction

Quantity of feedback

Whatever your views, have your say

775 people gave feedback on the June/July engagement

1062 people and organisations gave feedback on the packages (November/December engagement)

Feedback was collected via online form, paper forms (n=996) and emails to transport@wcc.govt.nz (n=82 - 16 who submitted online as well as via email)

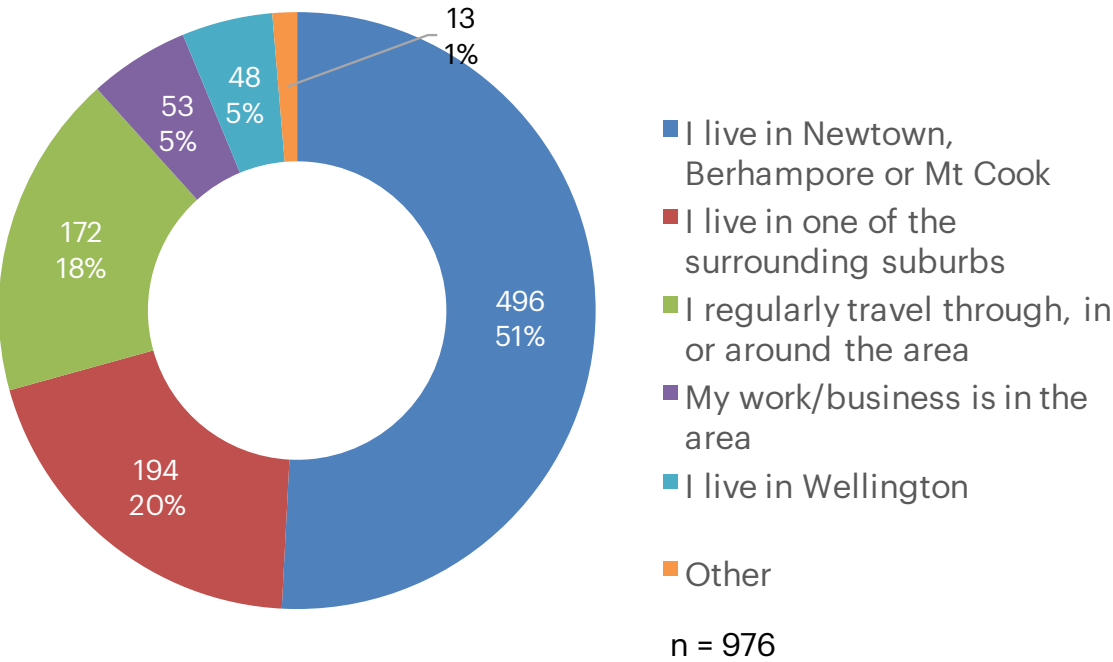
Are we just reaching the same people?

No – About 220 people gave feedback in both the June/July engagement and this engagement.

We received feedback from 679 people who haven't previously participated in any other Transport Projects consultations or engagements.

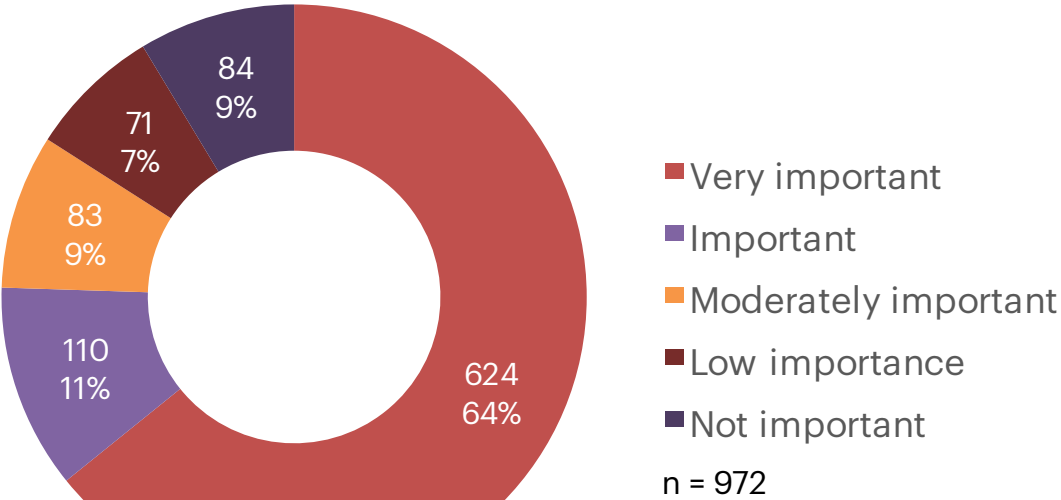
Feedback overview

Primary relationship to the area?

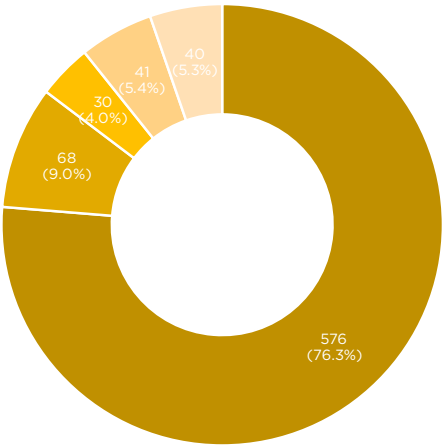


51% from the area

How important is it to make improvements for people on bikes?



75% rate it 'very important' or 'important'

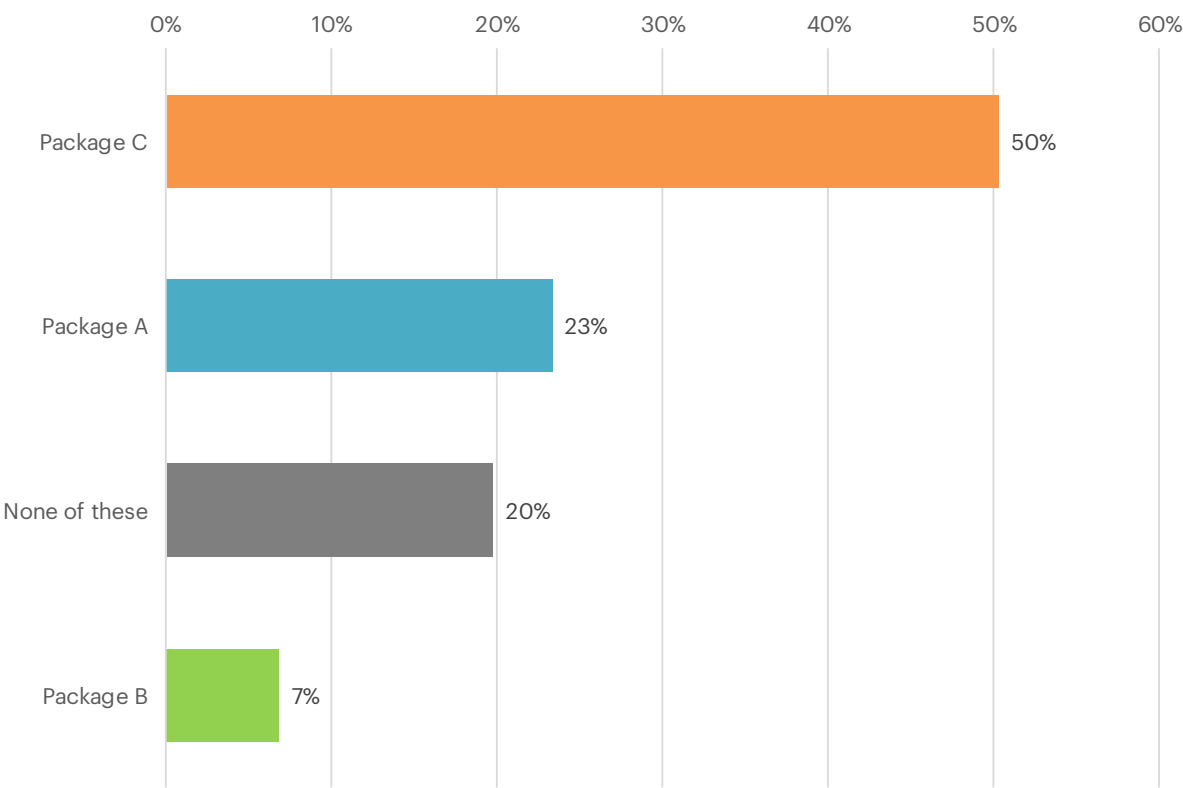


June engagement
85.3% rate it 'very important' or 'important'

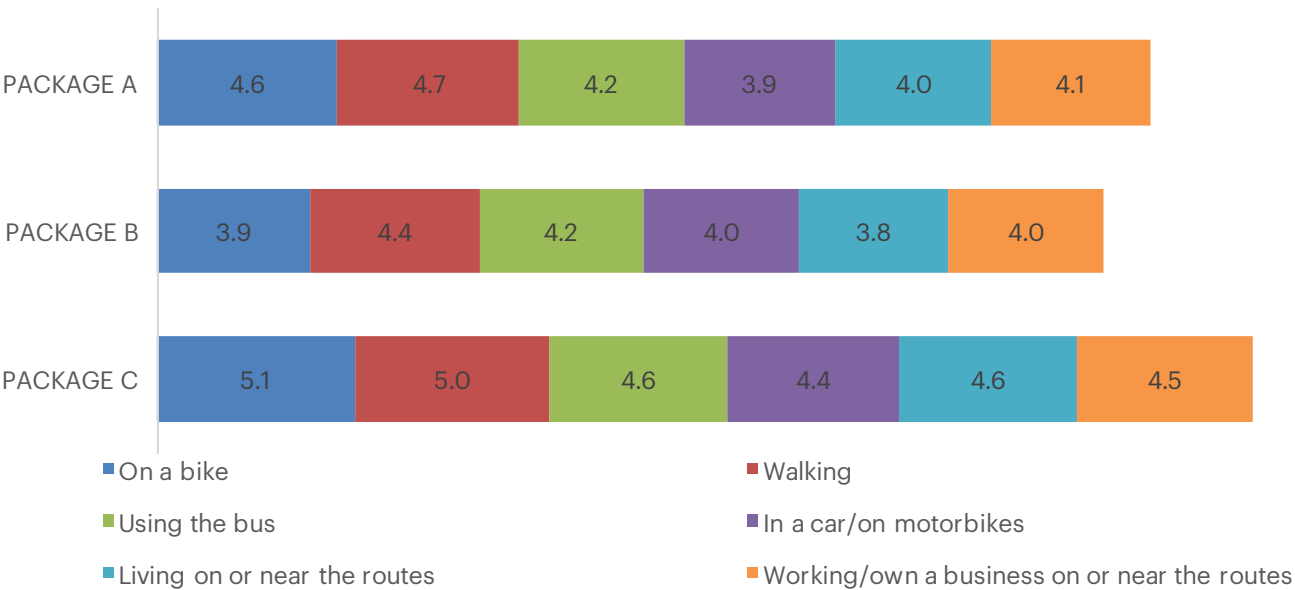
Packages overview

All responses n=996

Overall, which package do you think best meets the community objectives?



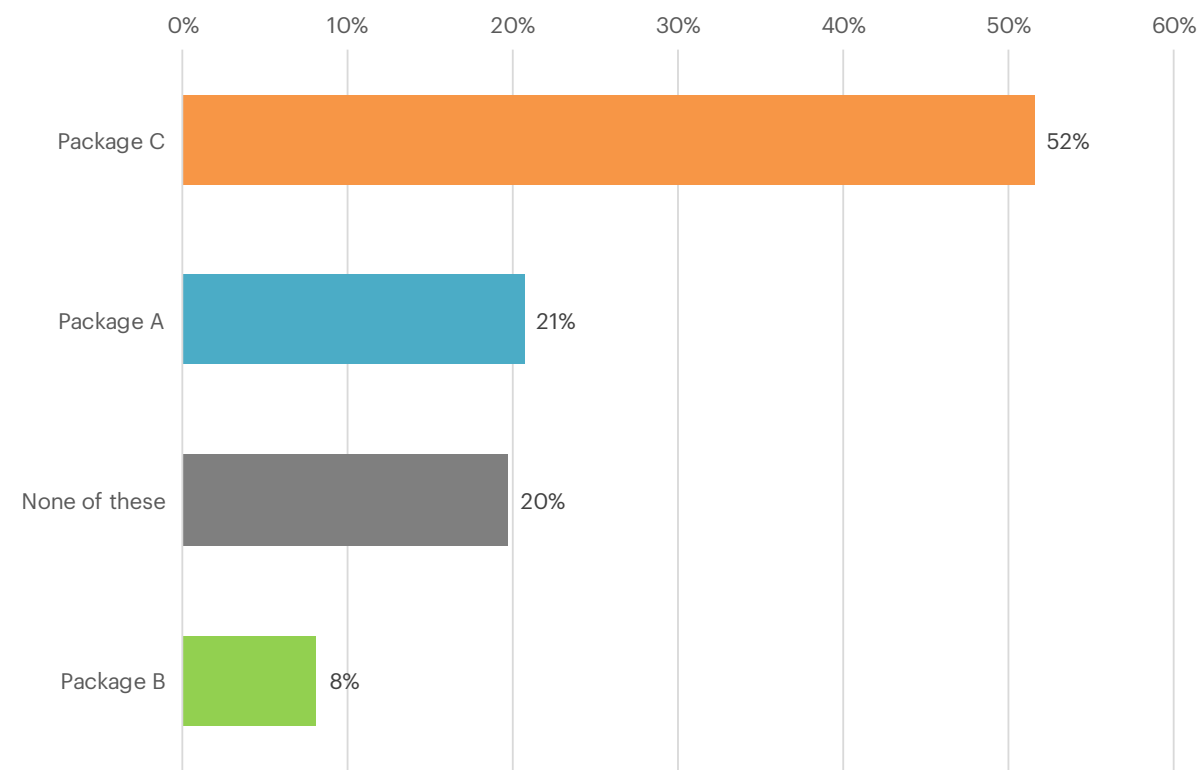
How do the packages rate for the different ways people use the area?



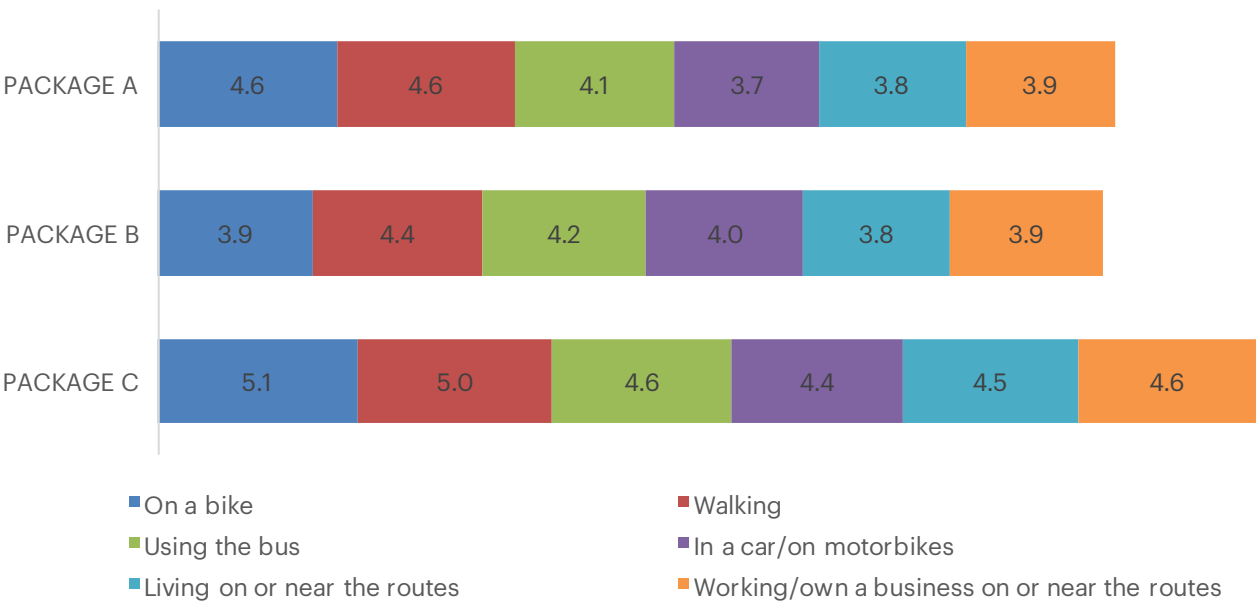
Packages overview

People who live in the area n=496

Overall, which package do you think best meets the community objectives?



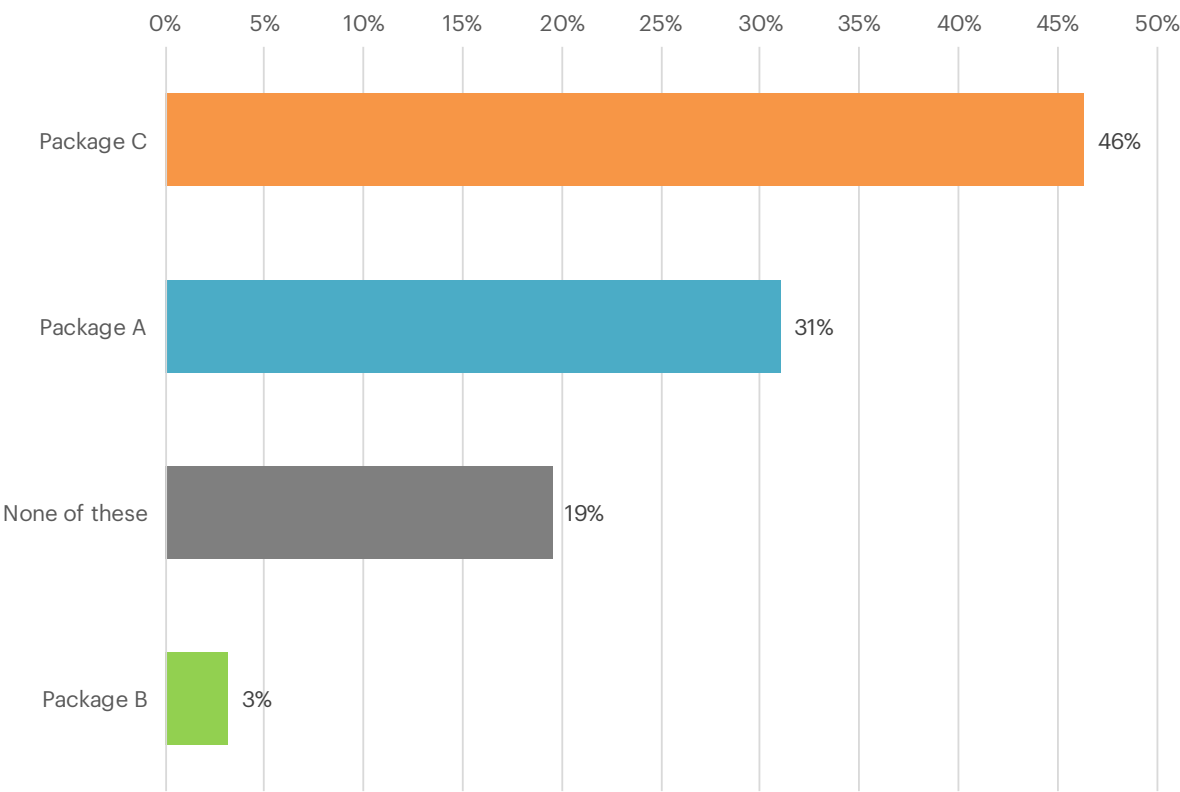
How do the packages rate for the different ways people use the area?



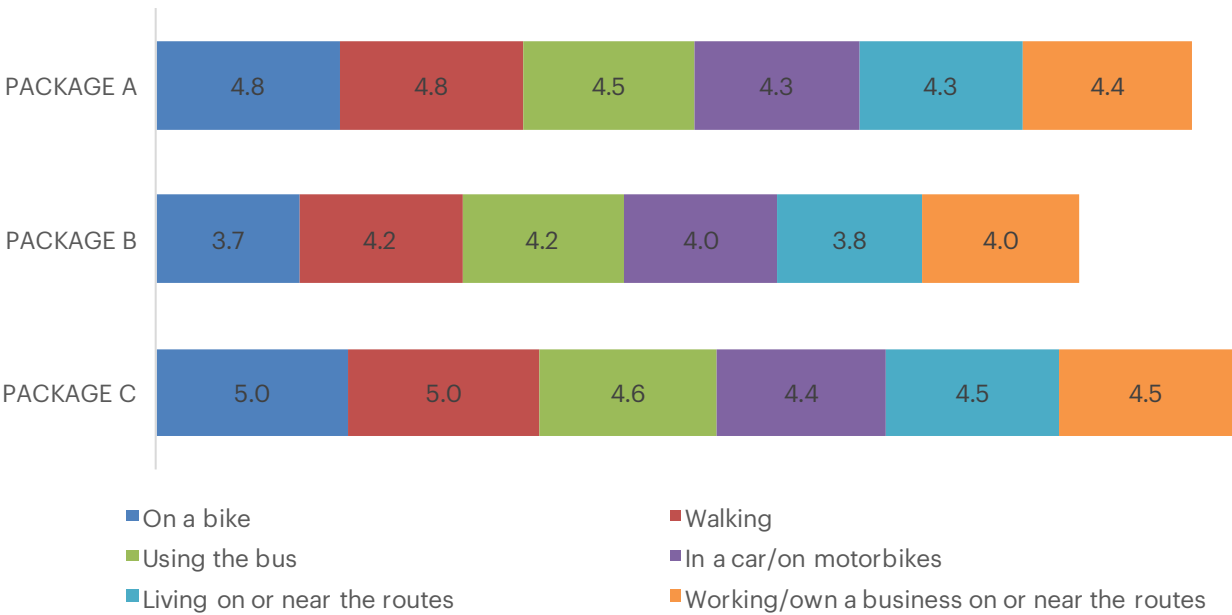
Packages overview

People who live in surrounding suburbs n=194

Overall, which package do you think best meets the community objectives?



How do the packages rate for the different ways people use the area?



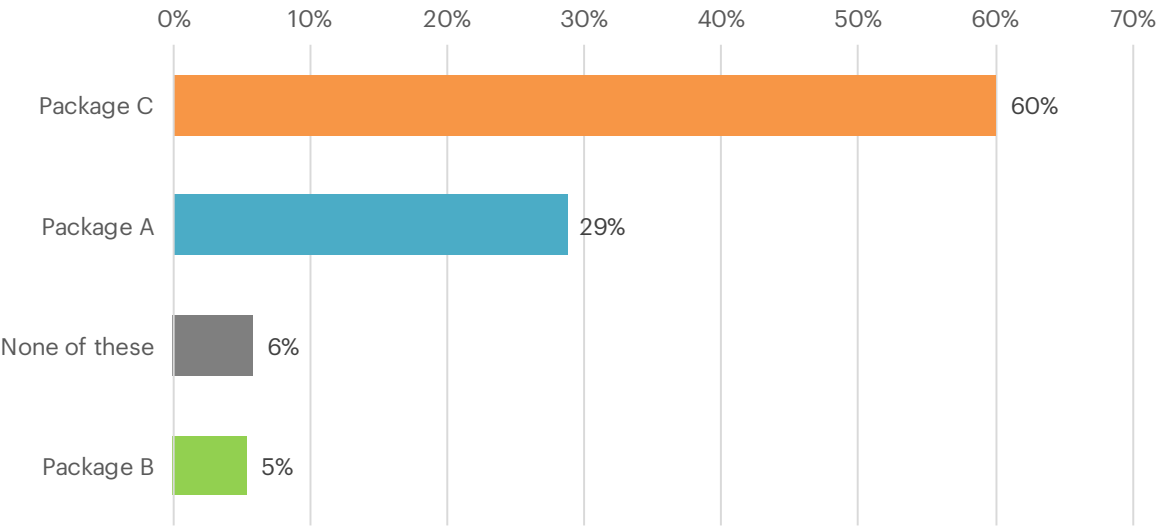
Packages overview

Package ratings and support for making safety improvements for people on bikes

These graphs show how people rated the packages and also answered the question *How important is it to make improvements for people on bikes?*

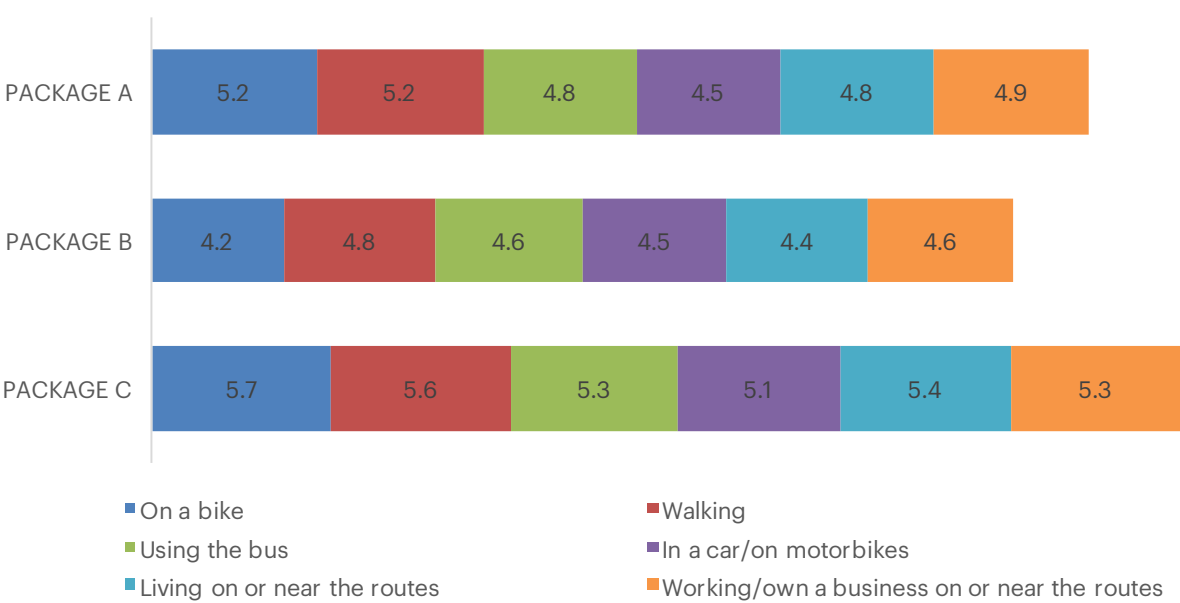
Overall, which package do you think best meets the community objectives?

and responded **‘Important’ and ‘Very important’**
 n = 734



How do the packages rate for the different ways people use the area?

and responded **‘Important’ and ‘Very important’**
 n = 734



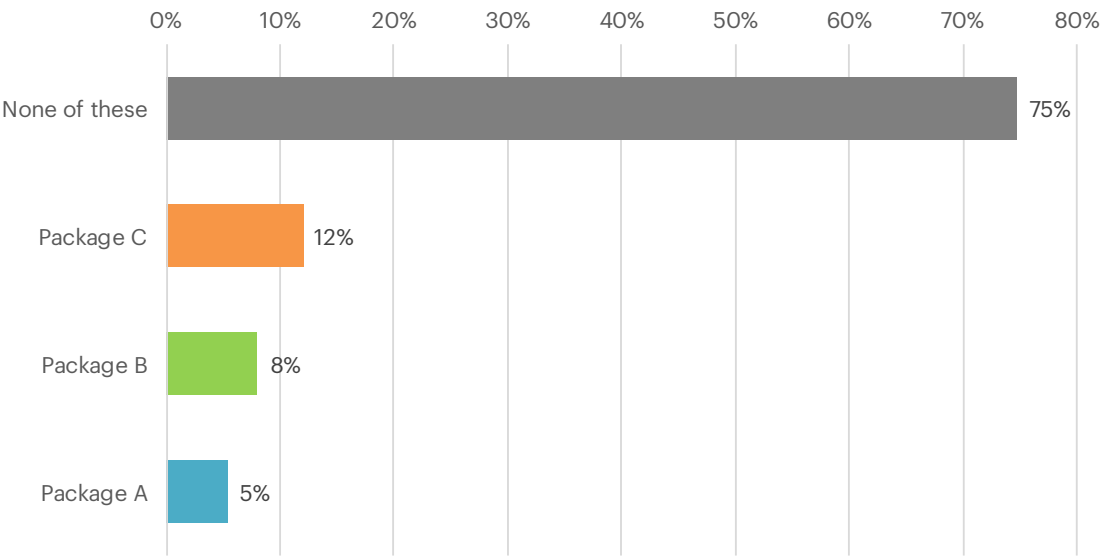
Packages overview

Package ratings and support for making safety improvements for people on bikes

These graphs show how people rated the packages and also answered the question *How important is it to make improvements for people on bikes?*

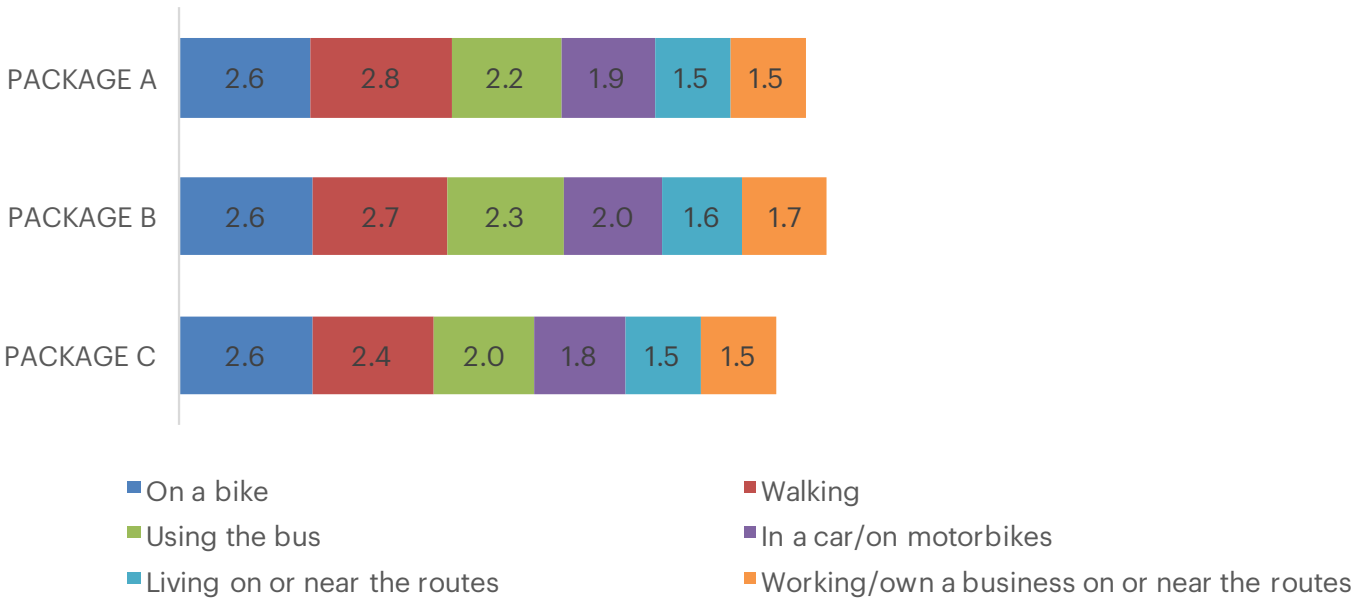
Overall, which package do you think best meets the community objectives?

and responded **‘Not important’ and ‘low importance’**
n = 155



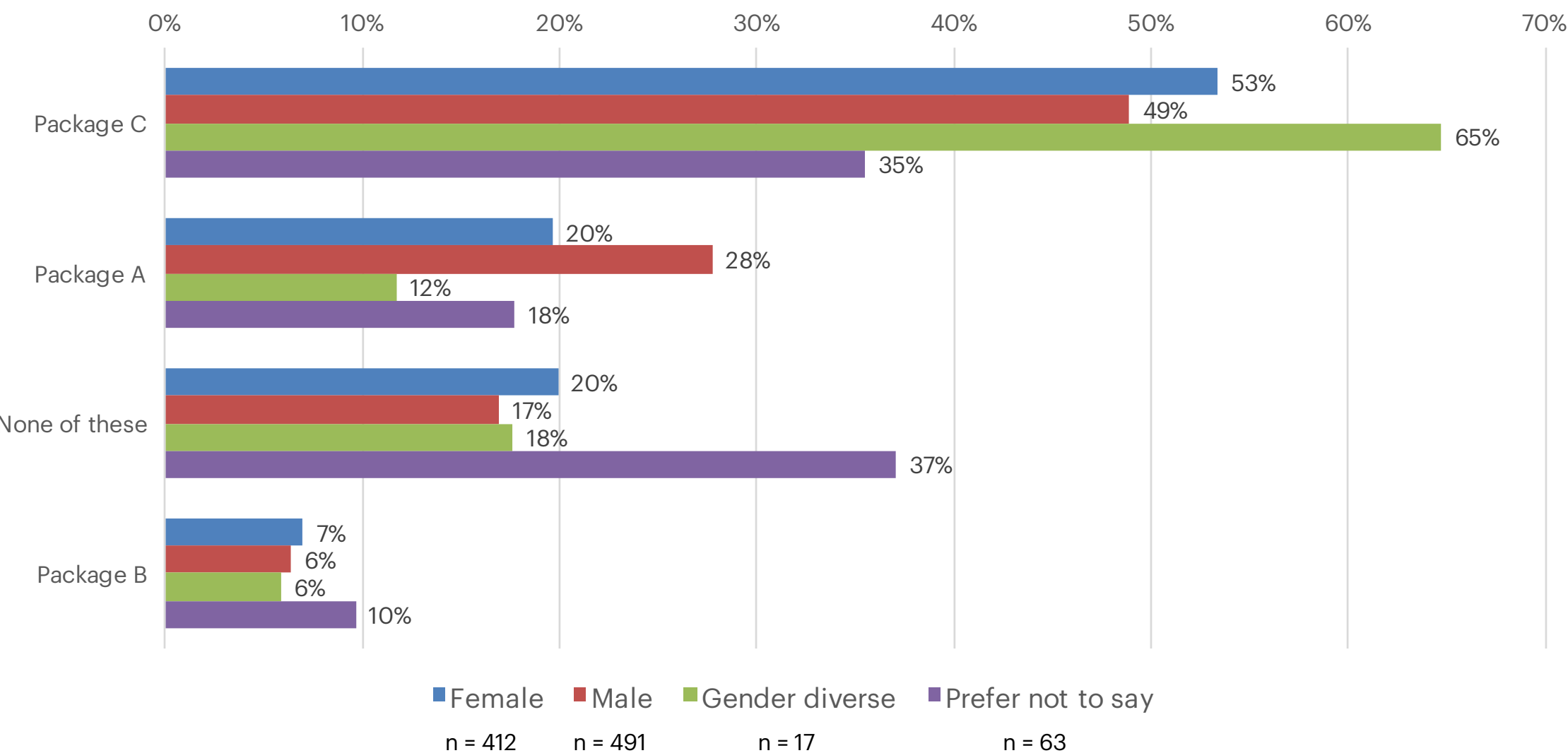
How do the packages rate for the different ways people use the area?

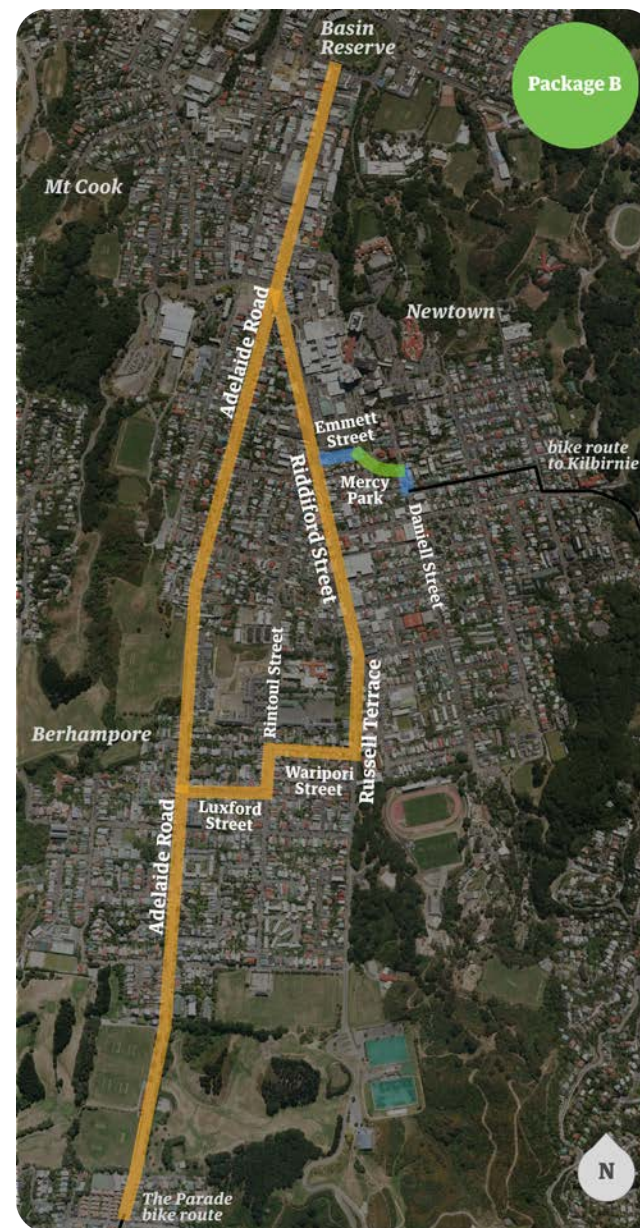
and responded **‘Not important’ and ‘low importance’**
n = 155



Packages overview

Gender split





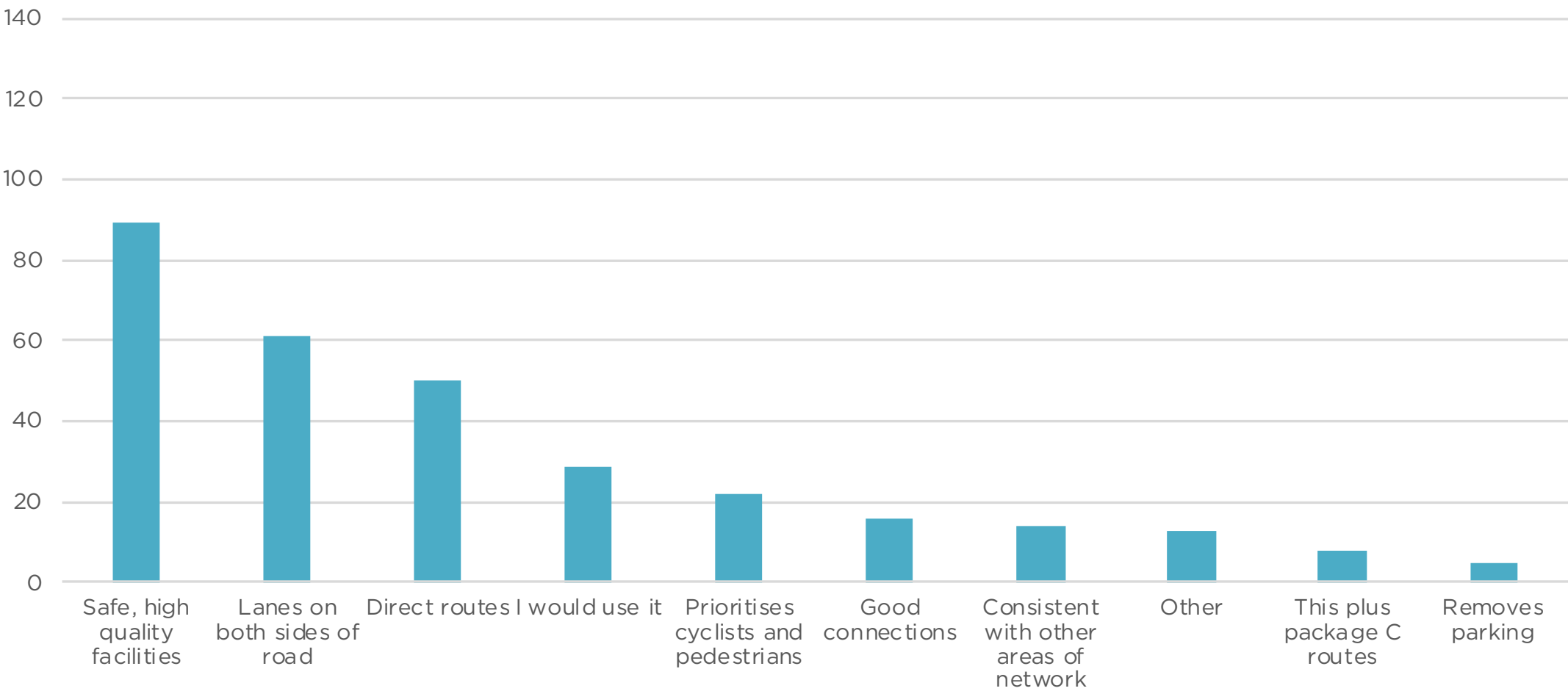
Packages feedback analysis

Package A

Overall, which package do you think best meets the community objectives? n = 226



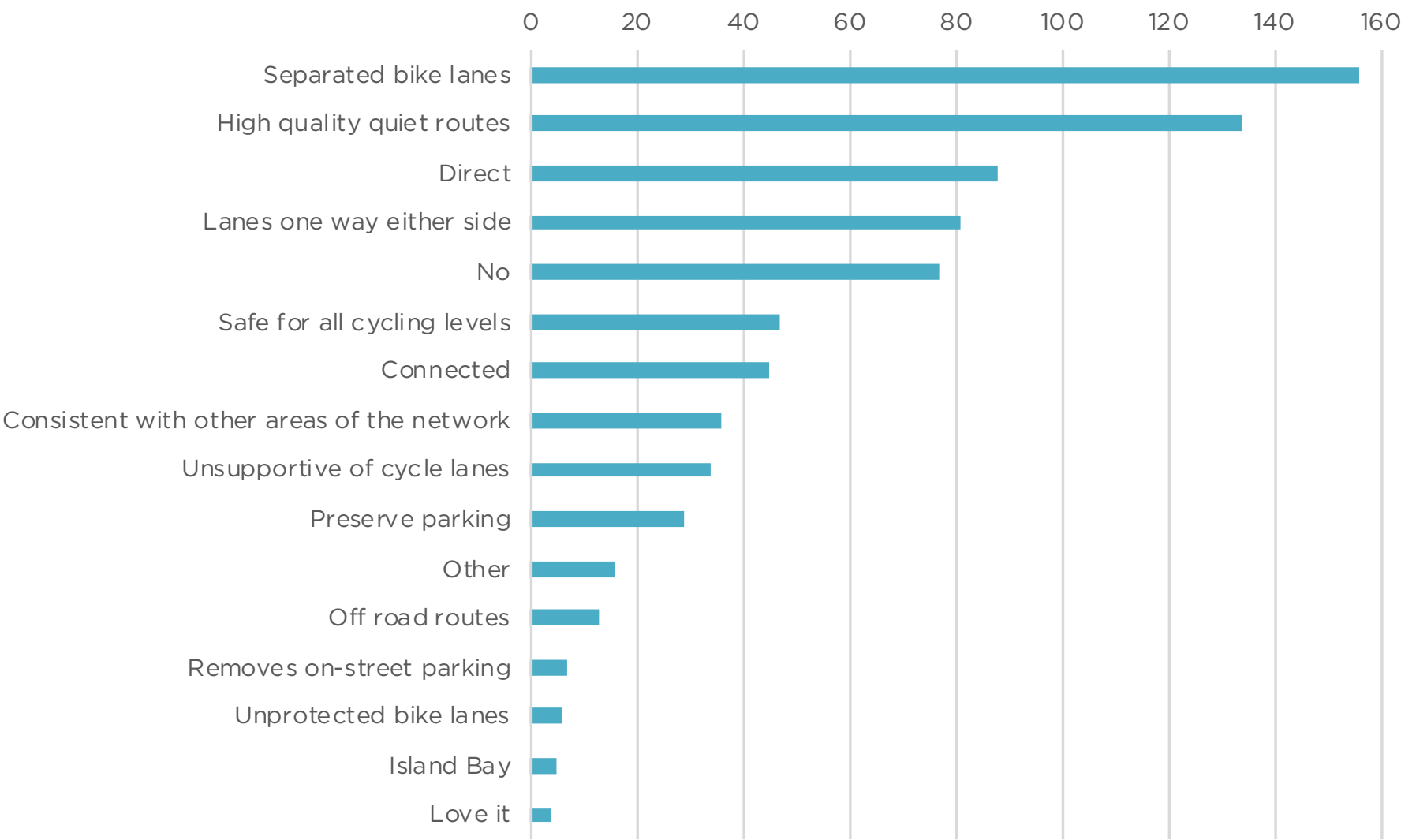
Why did you choose this option? Comments n = 196



Package A

Theme graph

Are there any route networks or street layouts that you particularly like in package A?
n = 578

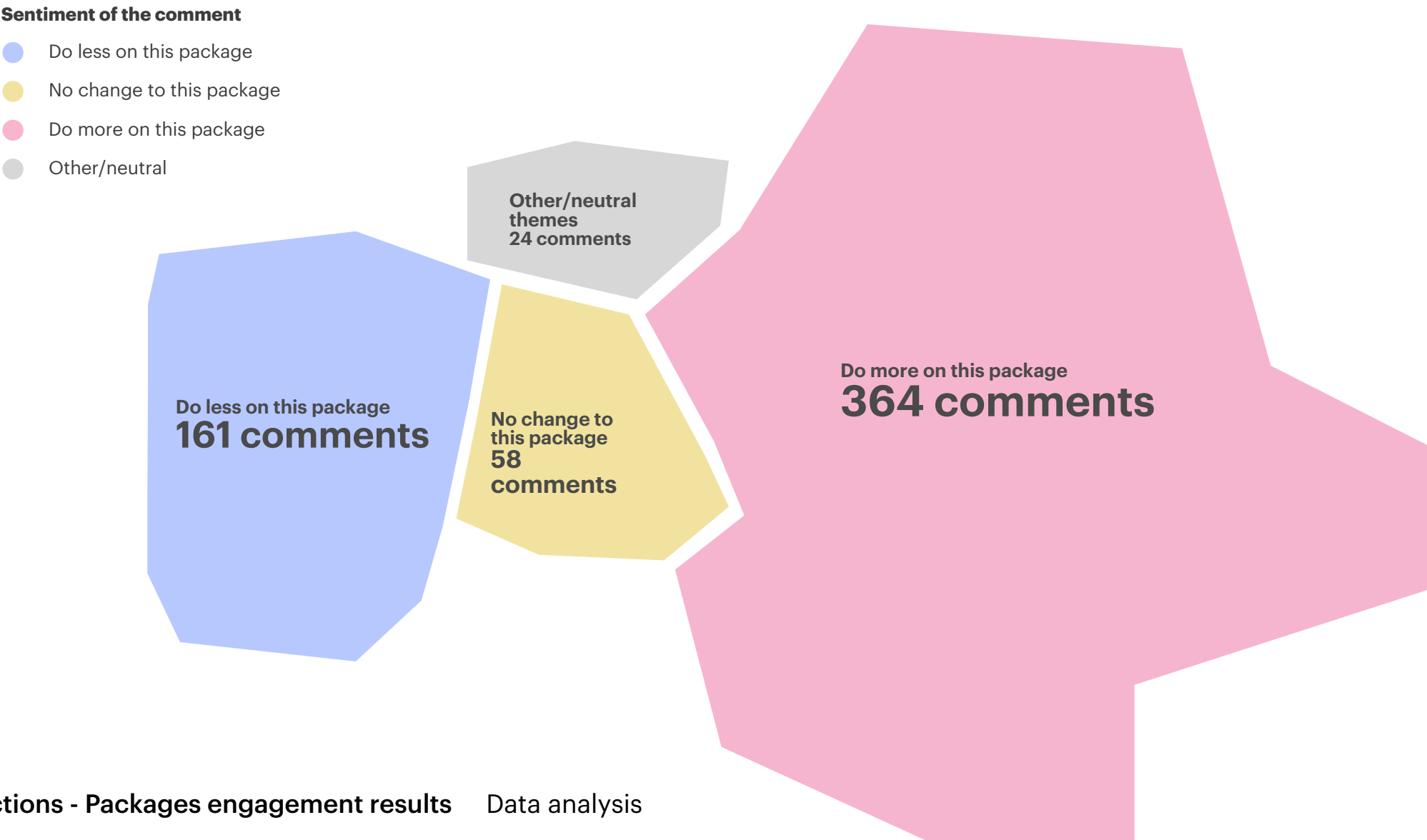


Package A

Theme map

Are there any route networks or street layouts that you think should be **added/changed/removed in package A?**

n = 607

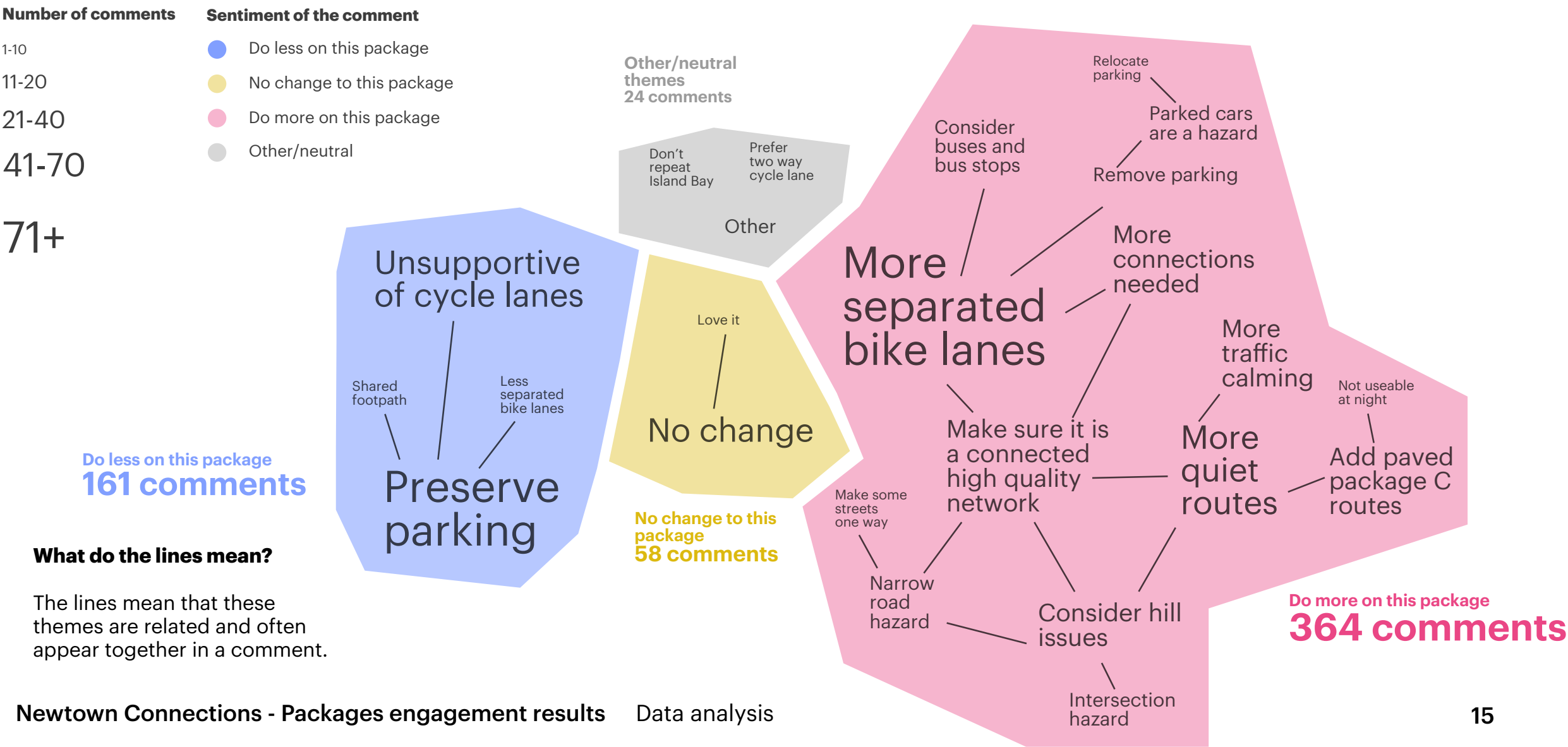


Package A

Theme map

Are there any route networks or street layouts that you think should be **added/changed/removed in package A?**

n = 607



Package A

Street or treatment type specific comments

Are there any route networks or street layouts that you think should be **added/changed/removed in package A**?

Adelaide Road

n= 50

Make it a separated cycle lane for the entire length of Adelaide road.

Rintoul Street

n= 36

Instead of Adelaide Road, put a bike lane on Rintoul Street, as it is less steep.

Luxford and Waripori

n= 30

Make it a separated cycle lane for the entire length of Waripori and Luxford—unprotected lanes here are dangerous.

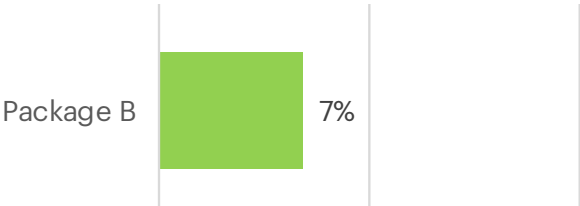
Mein Street

n= 32

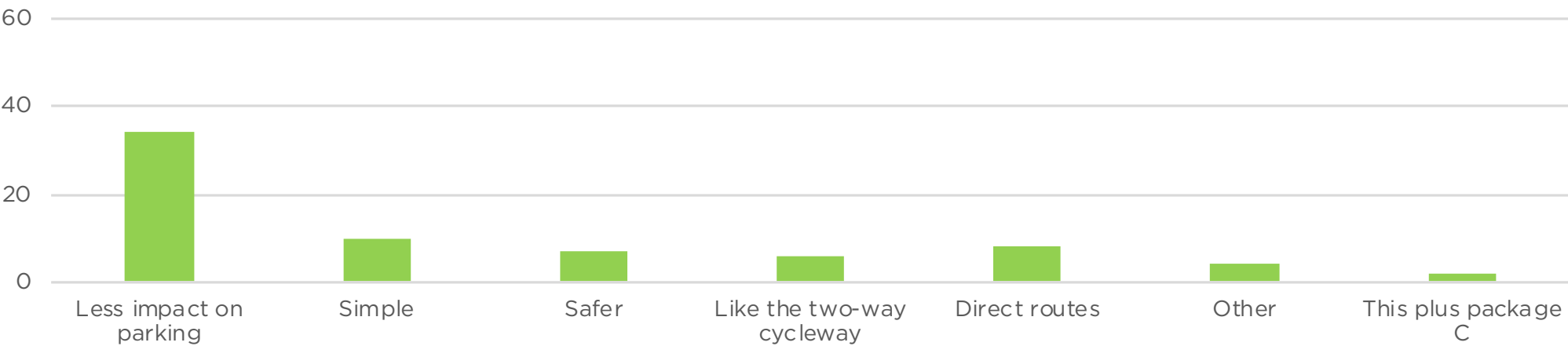
Mein Street is too steep and too busy to be a viable quiet route right now — it either needs protected bike lanes, or a large amount of traffic calming.

Package B

Overall, which package do you think best meets the community objectives? n = 66



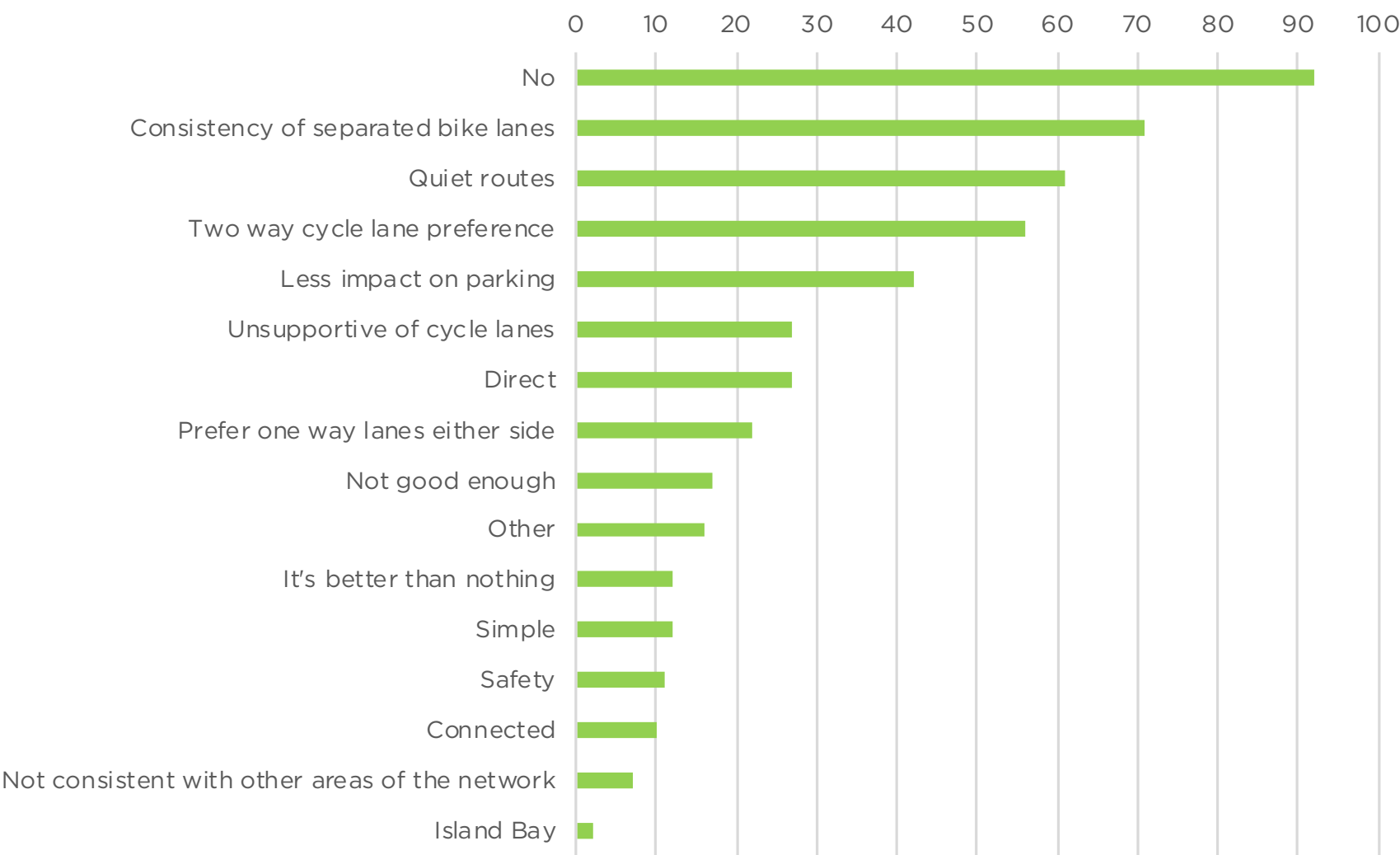
Why did you choose this option? n = 54



Package B

Theme graph

Are there any route networks or street layouts that you particularly like in package B?
n = 414



Package B

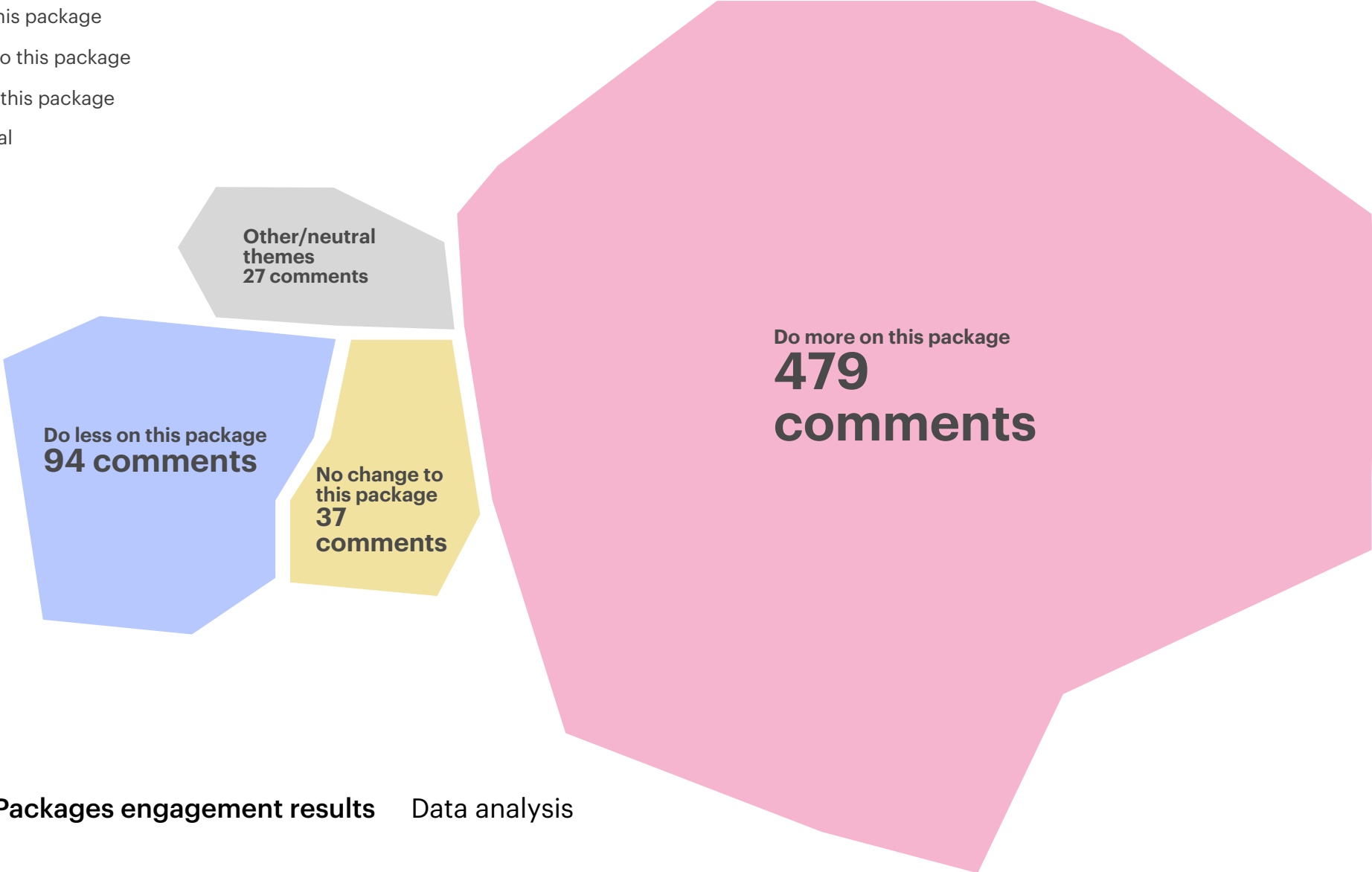
Theme map

Are there any route networks or street layouts that you think should be **added/changed/removed in package B?**

n = 637

Sentiment of the comment

- Do less on this package
- No change to this package
- Do more on this package
- Other/neutral

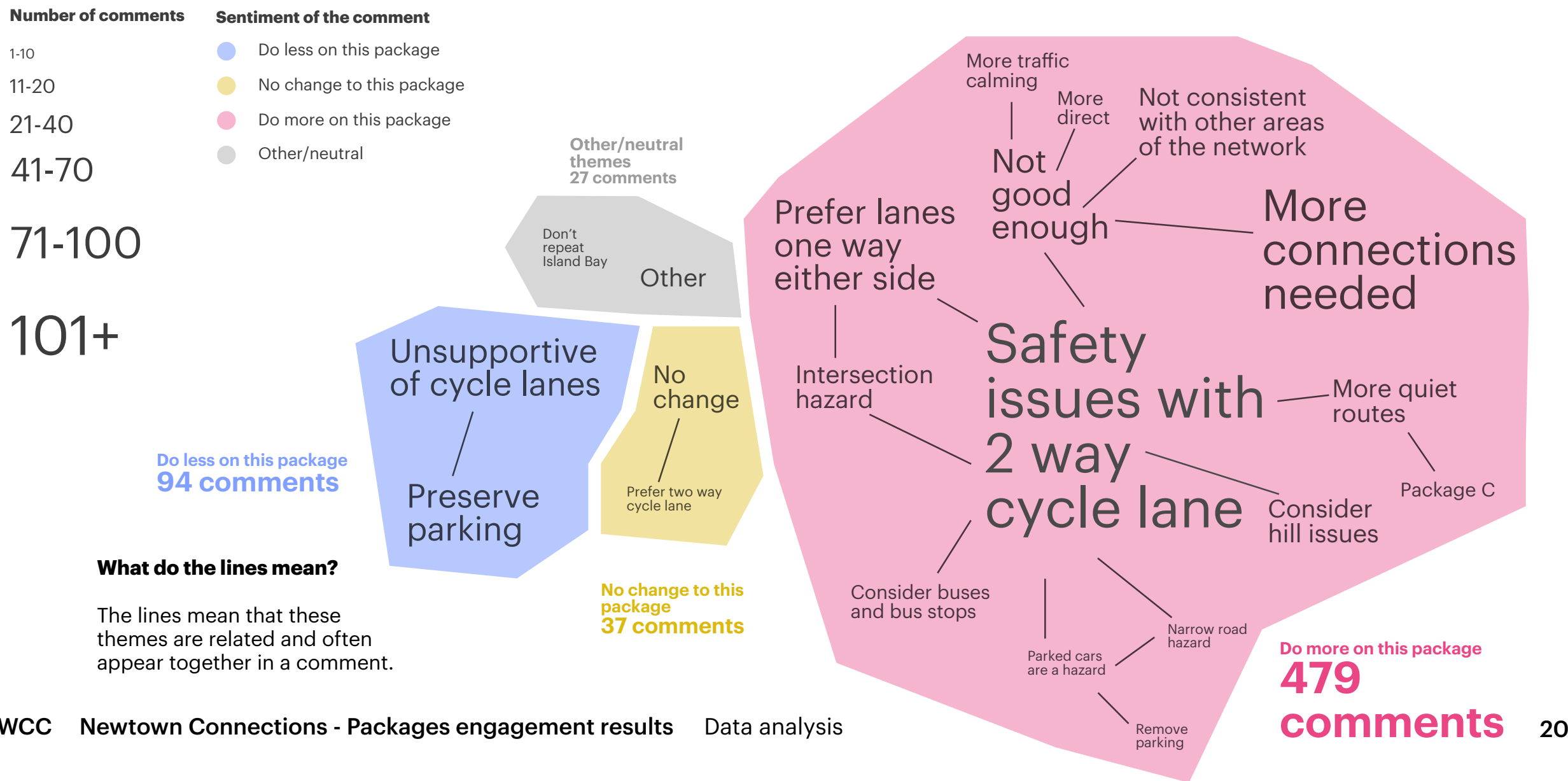


Package B

Theme map

Are there any route networks or street layouts that you think should be **added/changed/removed in package B?**

n = 637



Package B

Street or treatment type specific comments

Are there any route networks or street layouts that you think should be **added/changed/removed in package B?**

Rintoul Street

n= 18

Instead of Adelaide Road, put a bike lane on Rintoul Street, as it is less steep.

Constable Street

n= 21

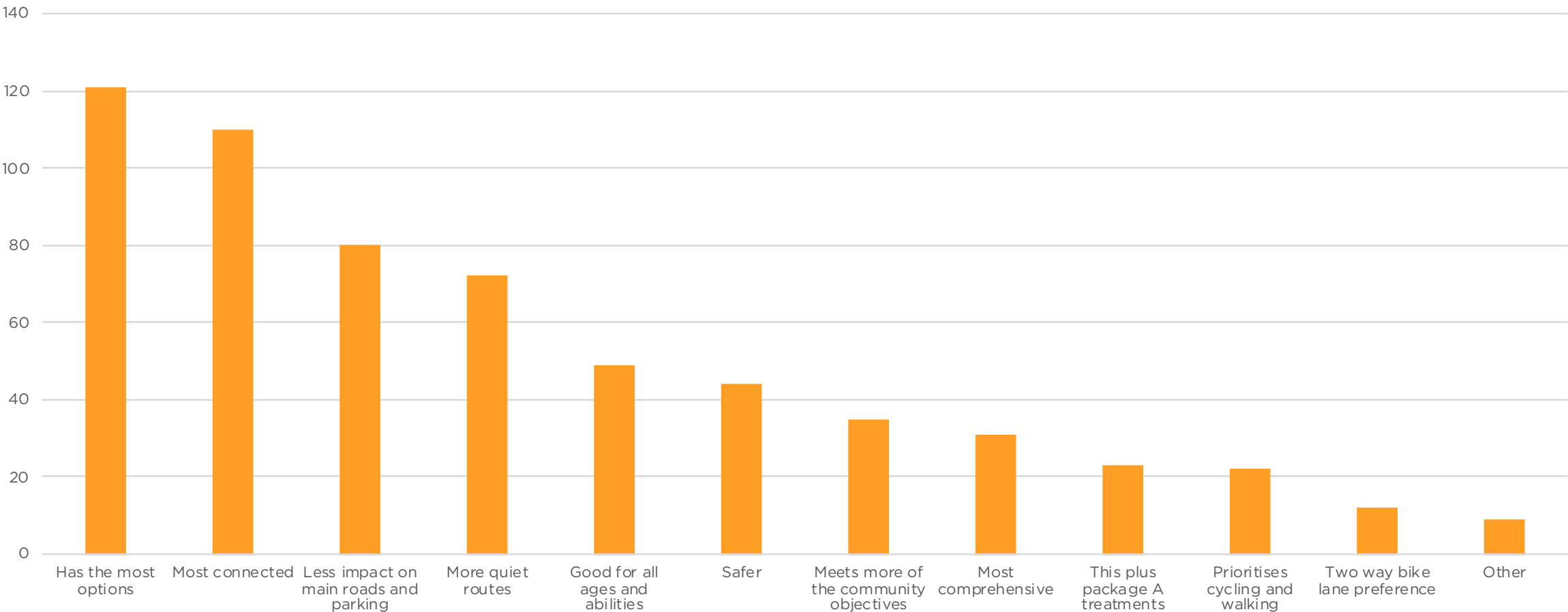
You need infrastructure on Constable Street because it is the most direct, and also to connect to the Kilbirnie network.

Package C

Overall, which package do you think best meets the community objectives? n = 488



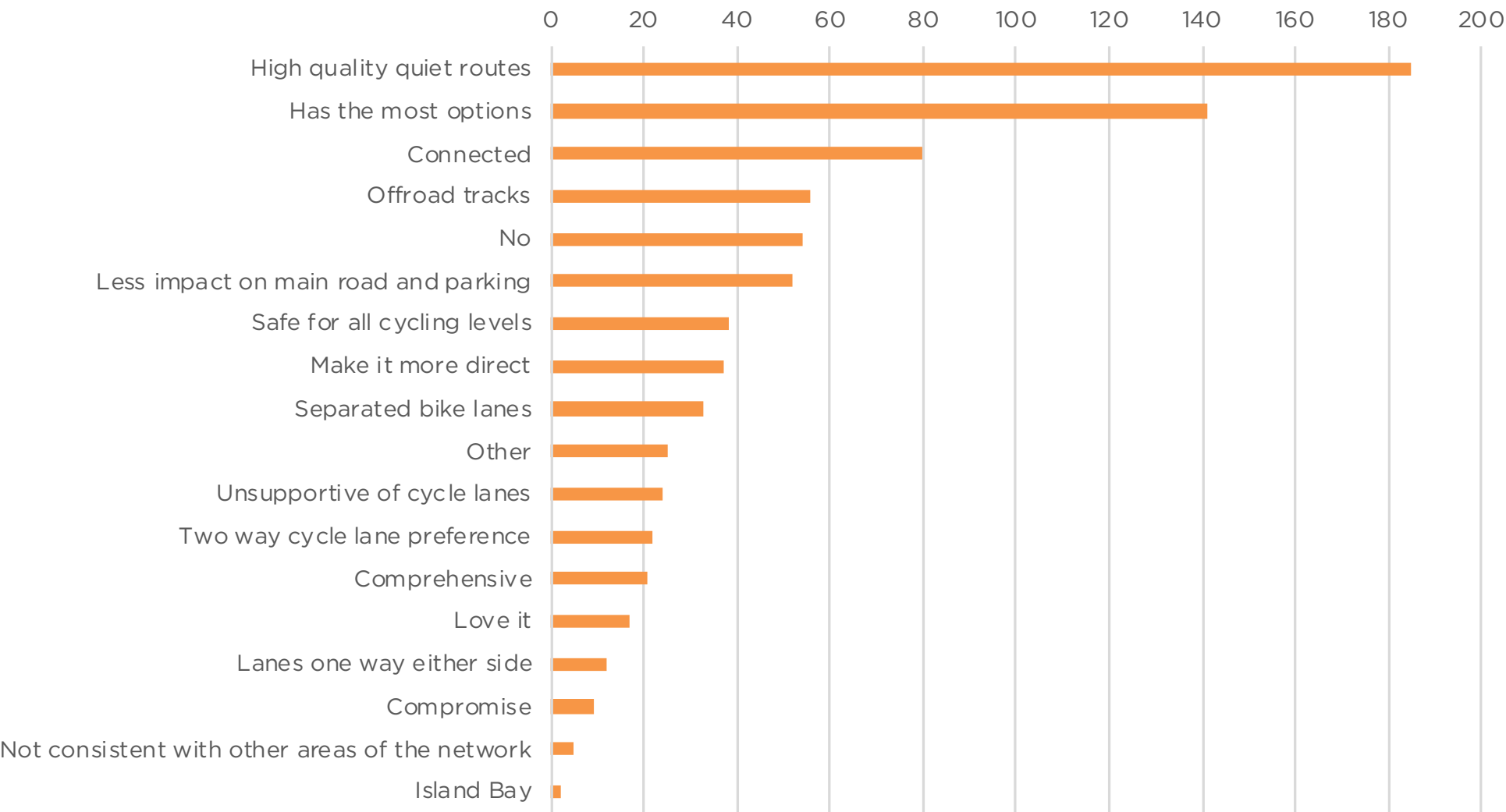
Why did you choose this option? n = 409



Package C

Theme graph

Are there any route networks or street layouts that you particularly like in package C?
n = 597



Package C

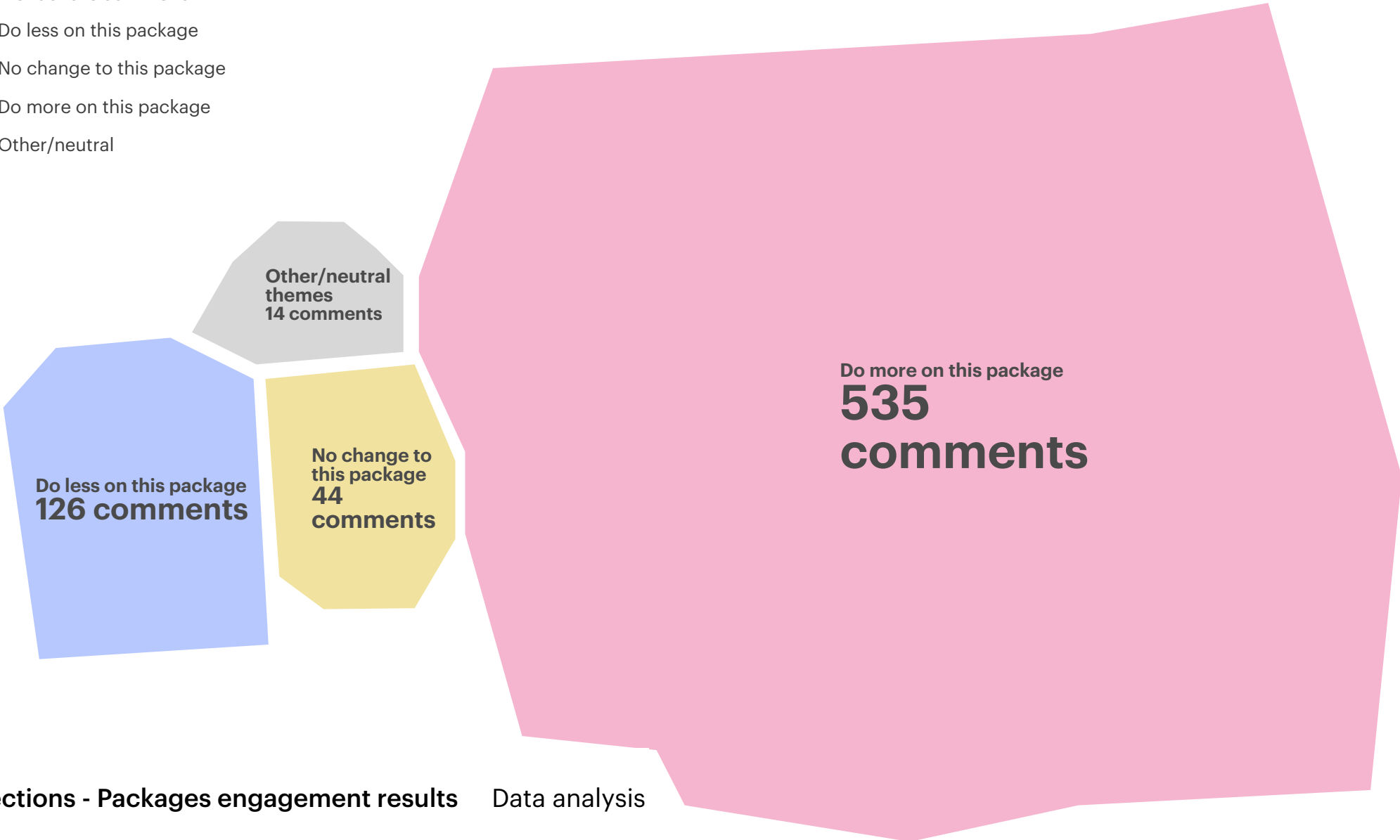
Theme map

Are there any route networks or street layouts that you think should be **added/changed/removed in package C?**

n = 719

Sentiment of the comment

- Do less on this package
- No change to this package
- Do more on this package
- Other/neutral

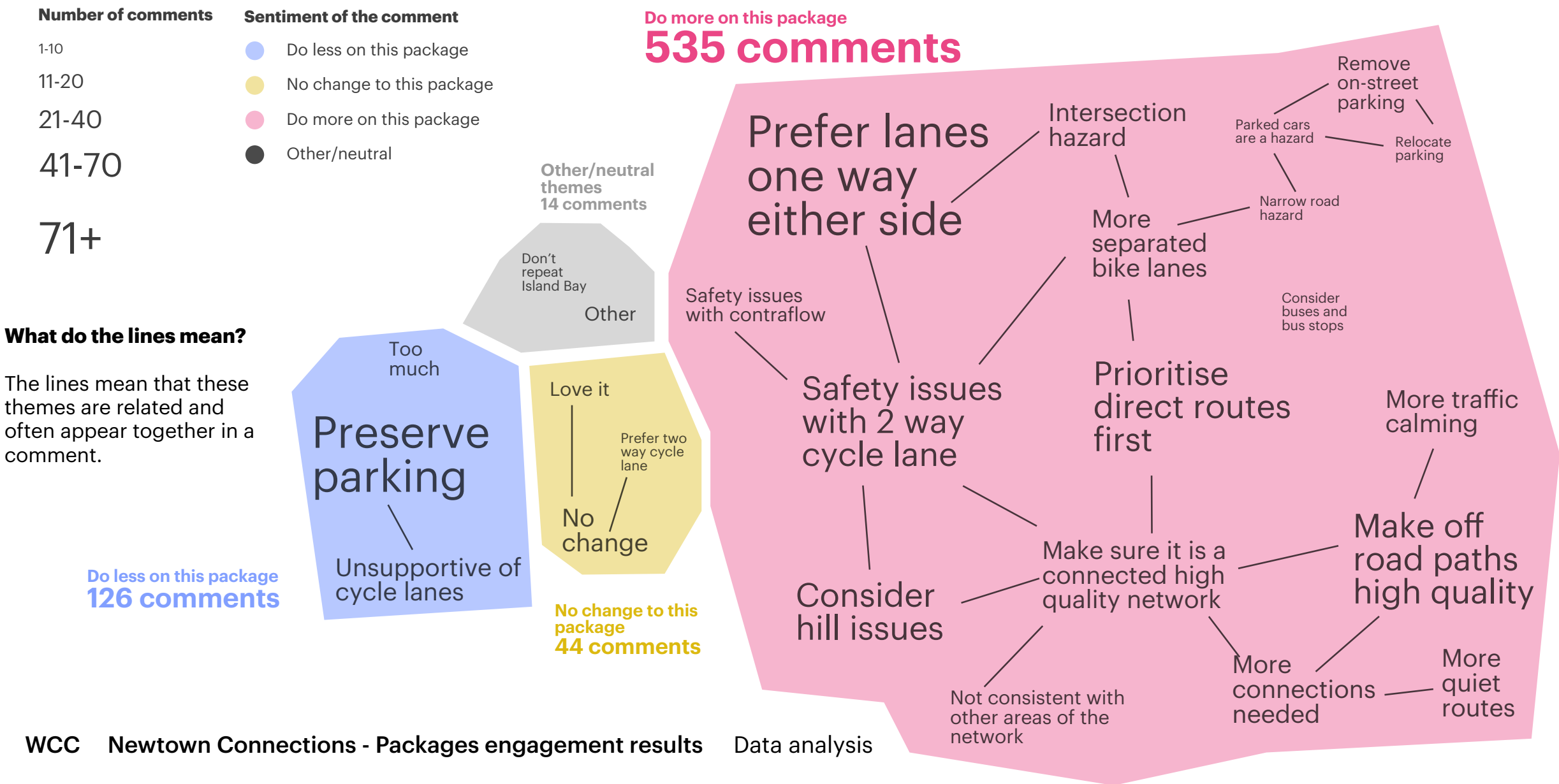


Package C

Theme map

Are there any route networks or street layouts that you think should be **added/changed/removed in package C?**

n = 719



Package C

Street or treatment type specific comments

Are there any route networks or street layouts that you think should be **added/changed/removed in package C?**

Adelaide Road

n= 69

You need to have some infrastructure on Adelaide Road because it is the most direct route, therefore people are going to go there.

Hanson Street

n= 37

Make Hanson Street one way, or do a lot of traffic calming to make it safe.

Rintoul Street

n= 44

Don't put any infrastructure on Rintoul Street to preserve parking.

Tasman Street

n= 37

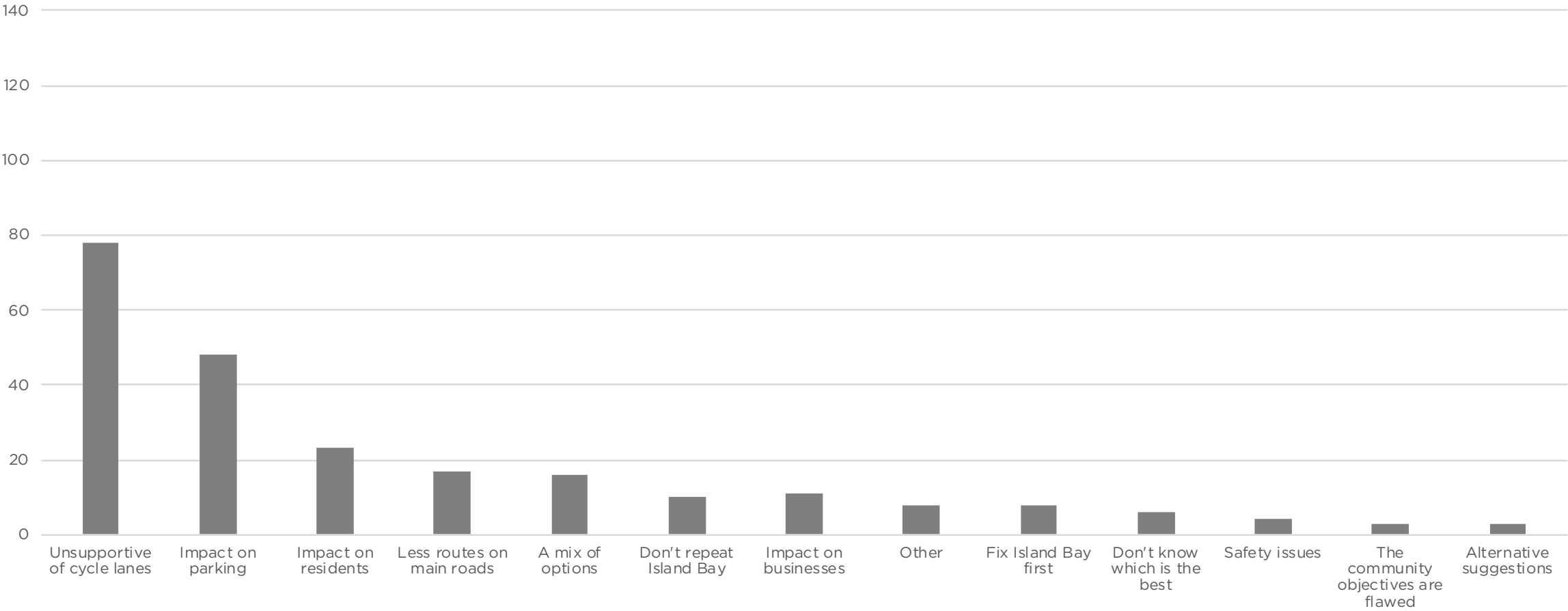
Don't put any infrastructure on Tasman Street, it is too steep for most people, and to preserve parking.

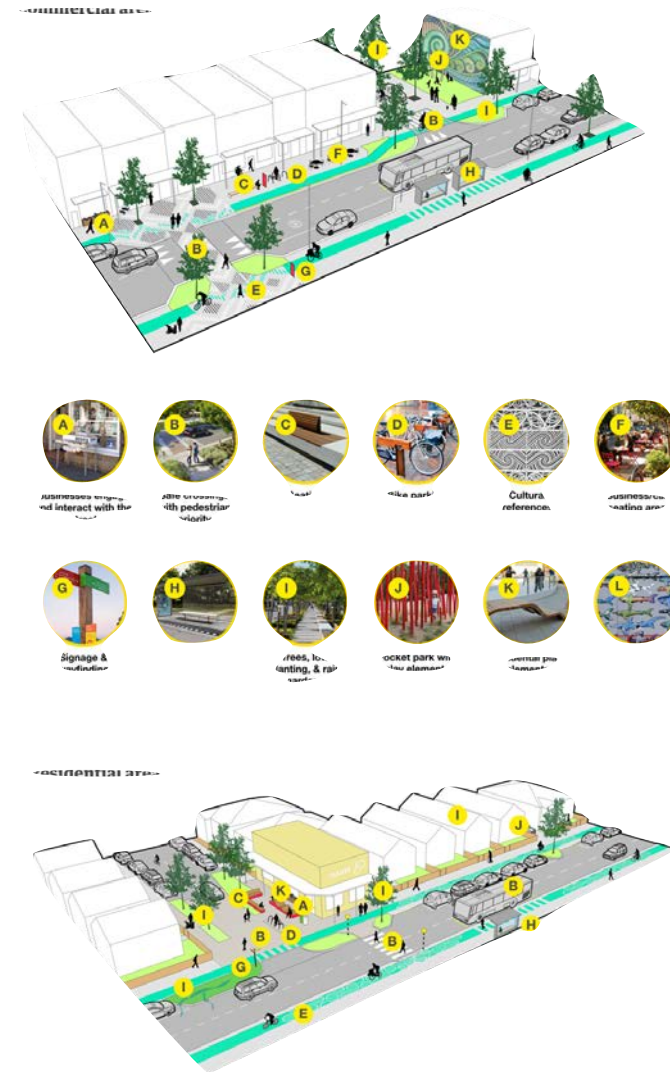
None of these packages

Overall, which package do you think best meets the community objectives? n = 195



Why did you choose this option? n = 171





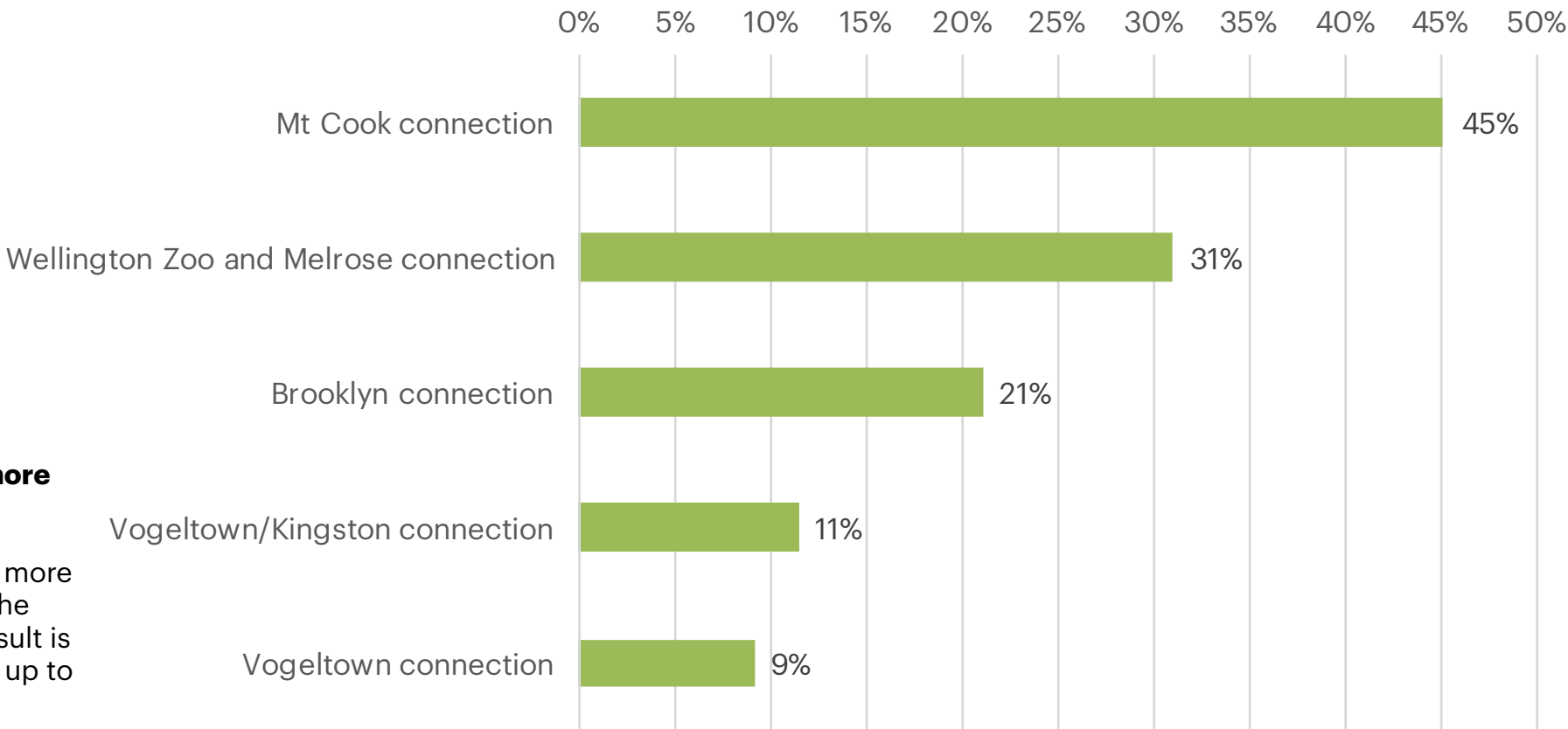
General questions analysis

Additional connections

All responses

Which additional connections do you think should be prioritised? n=996

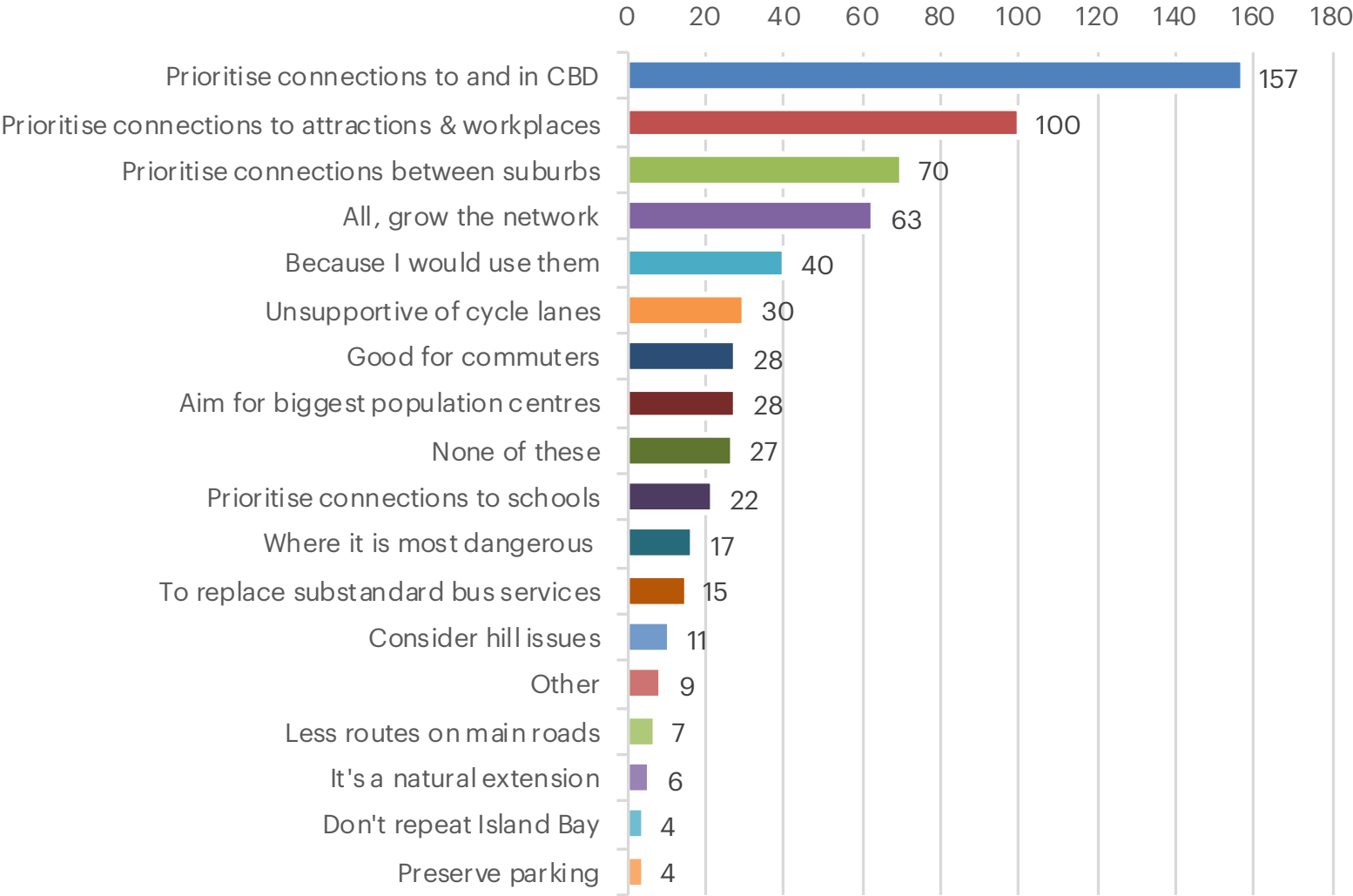
Why is this graph more than 100%?
People could select more than one option in the online form – the result is that the graph adds up to 117%



Additional connections

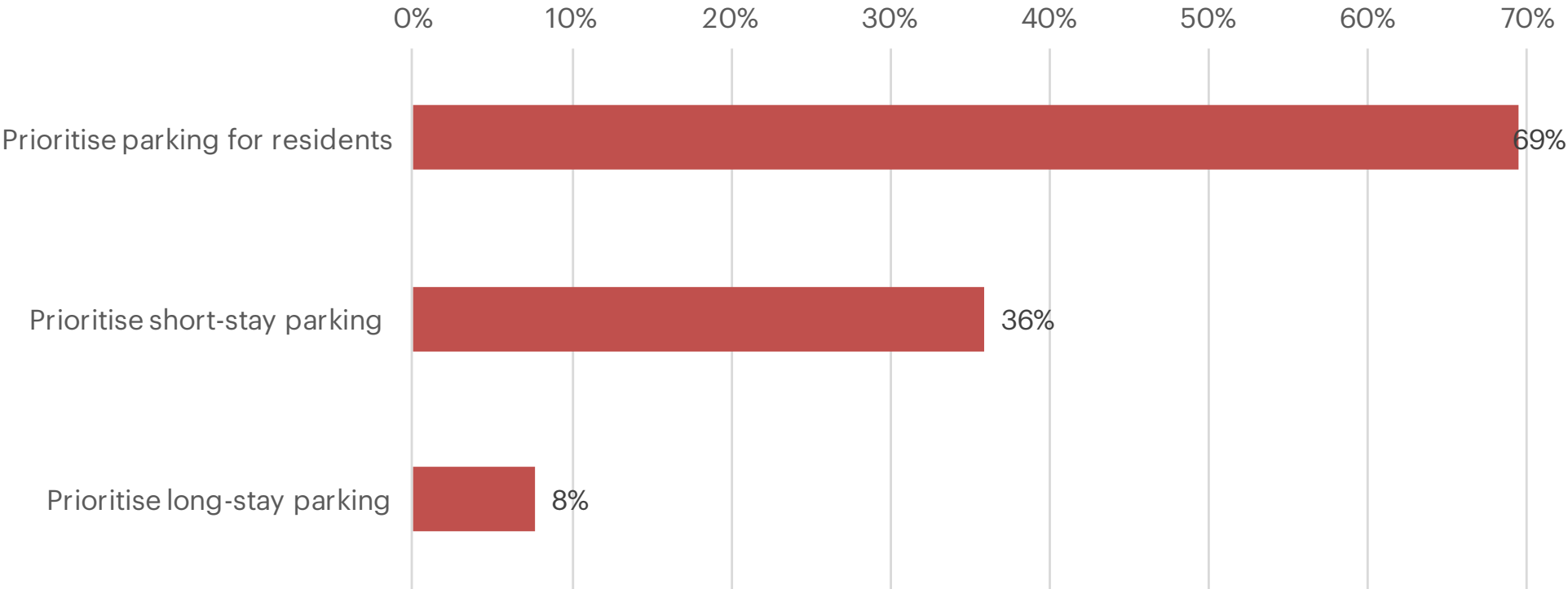
Results

Why do you think those connections should be prioritised? n=638



If parking is affected, how should we prioritise the remaining?

All responses (n=996)

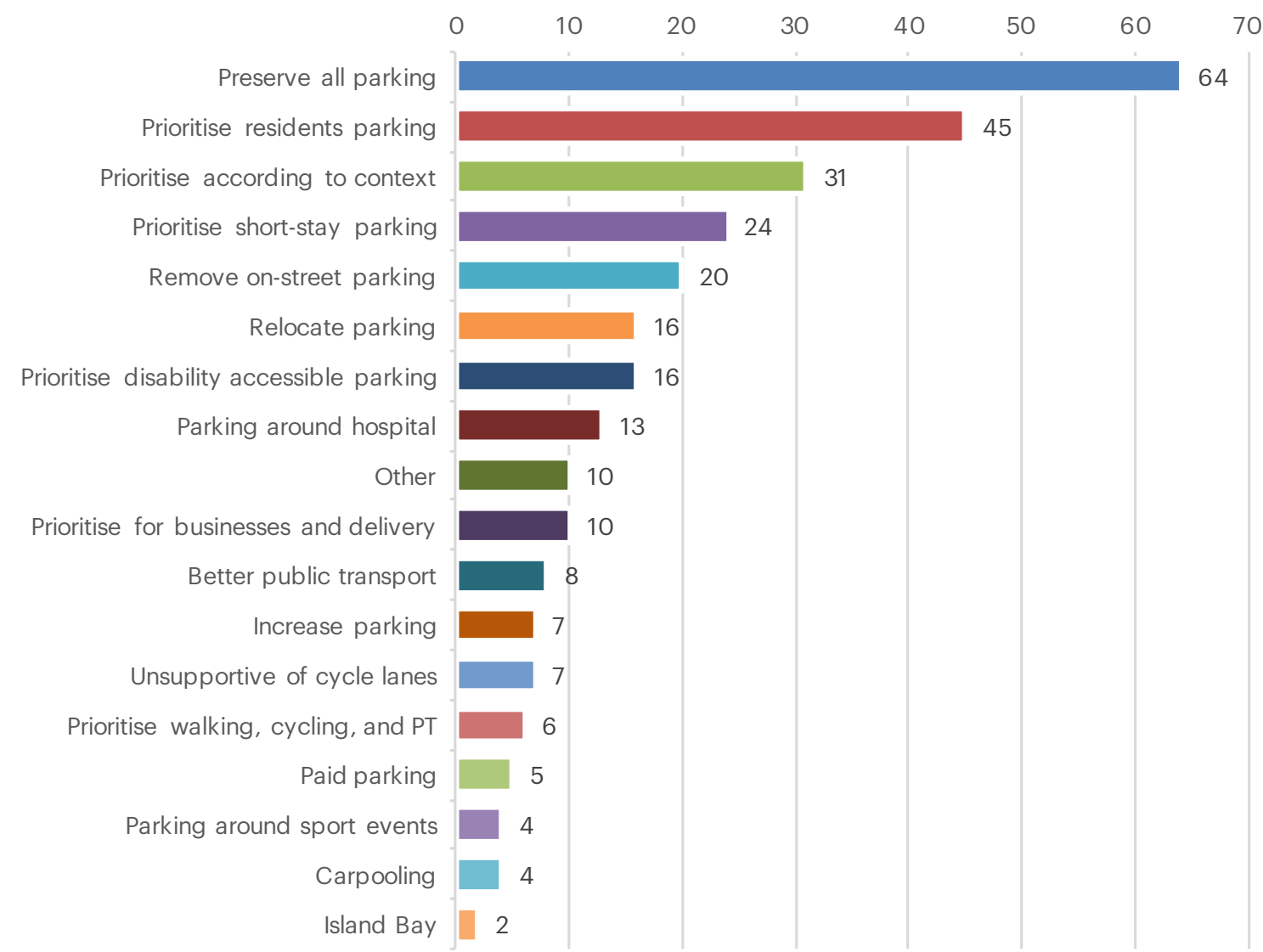


Why is this graph more than 100%?

People could select more than one option in the online form. The result is that the graph adds up to 113%

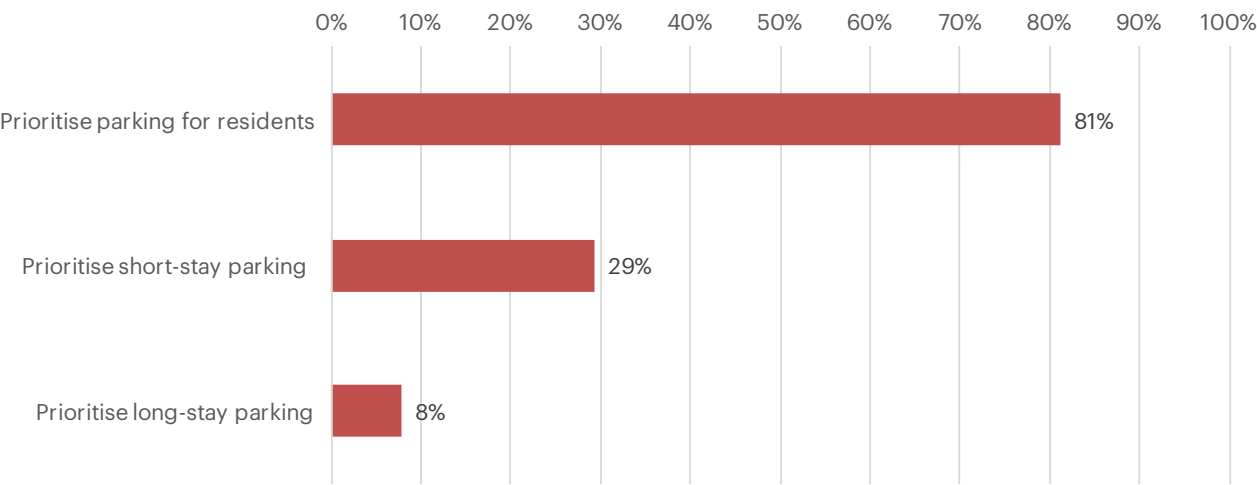
If parking is affected, how should we prioritise the remaining?

Selected 'Other' - comment themes n = 292

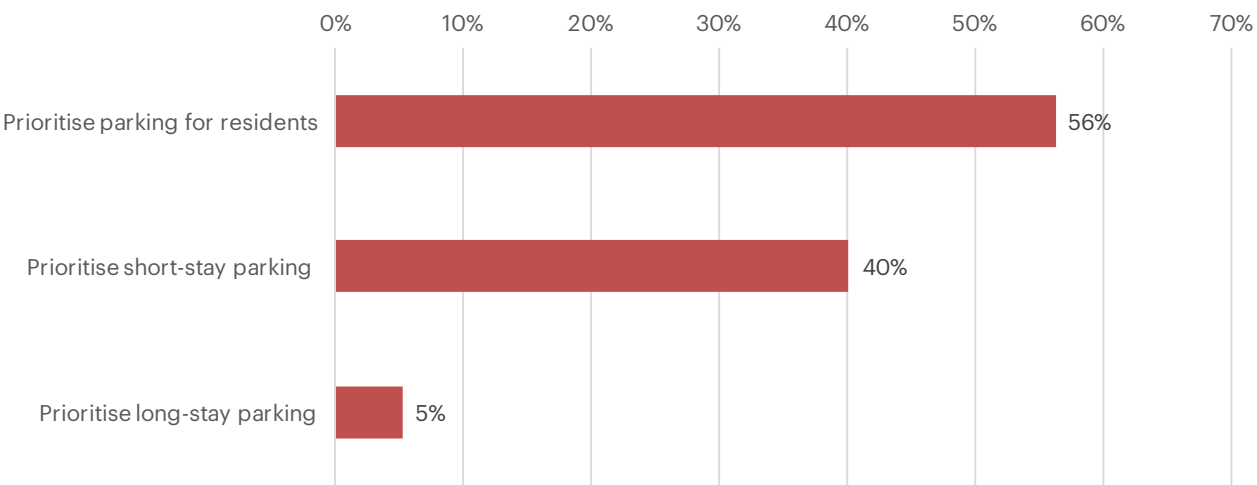


If parking is affected, how should we prioritise the remaining?

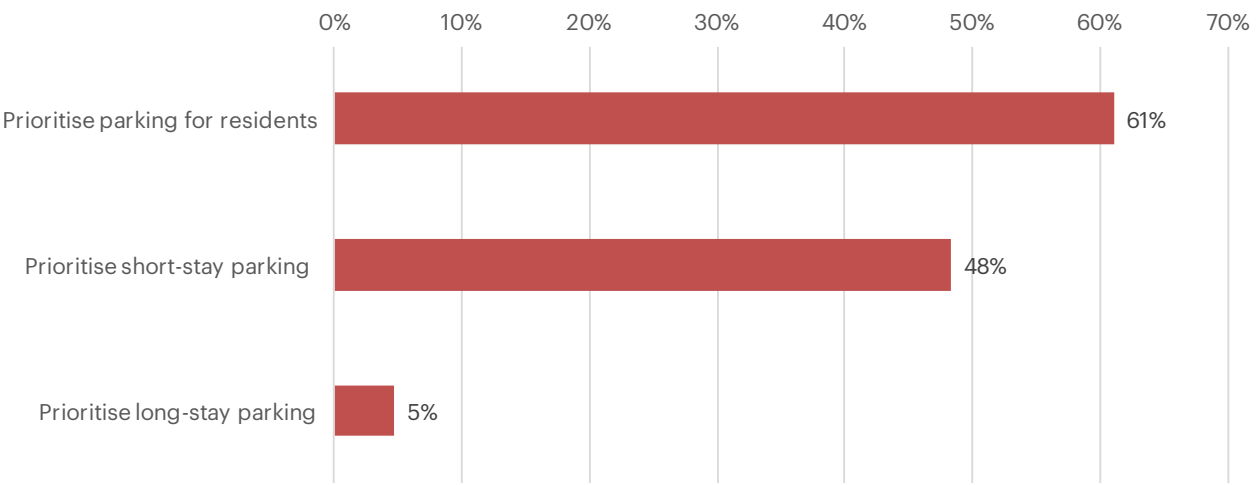
I live in the area n = 496



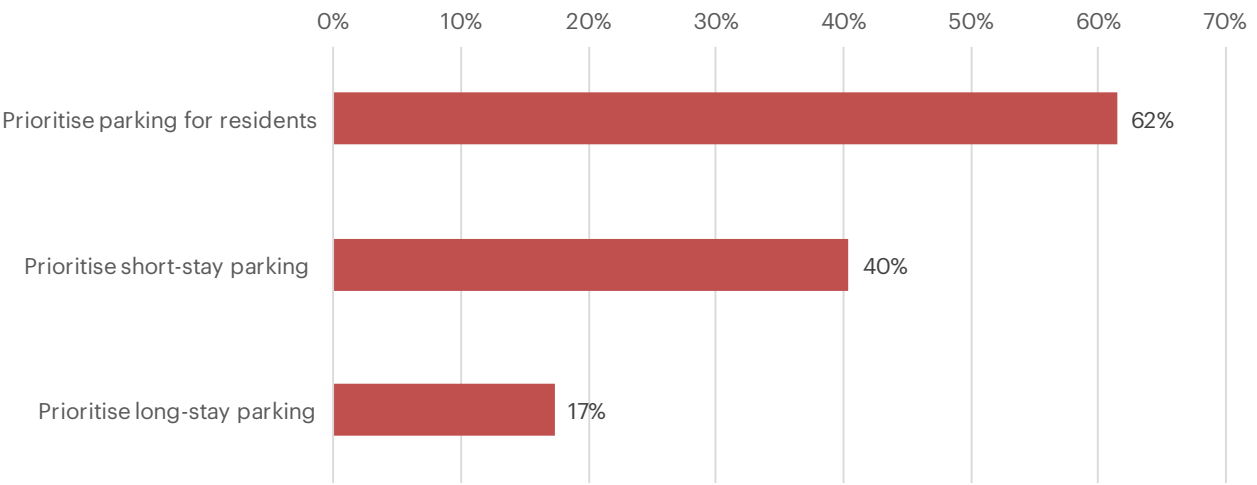
I live in surrounding suburbs n = 194



I regularly travel through/around the area n = 172

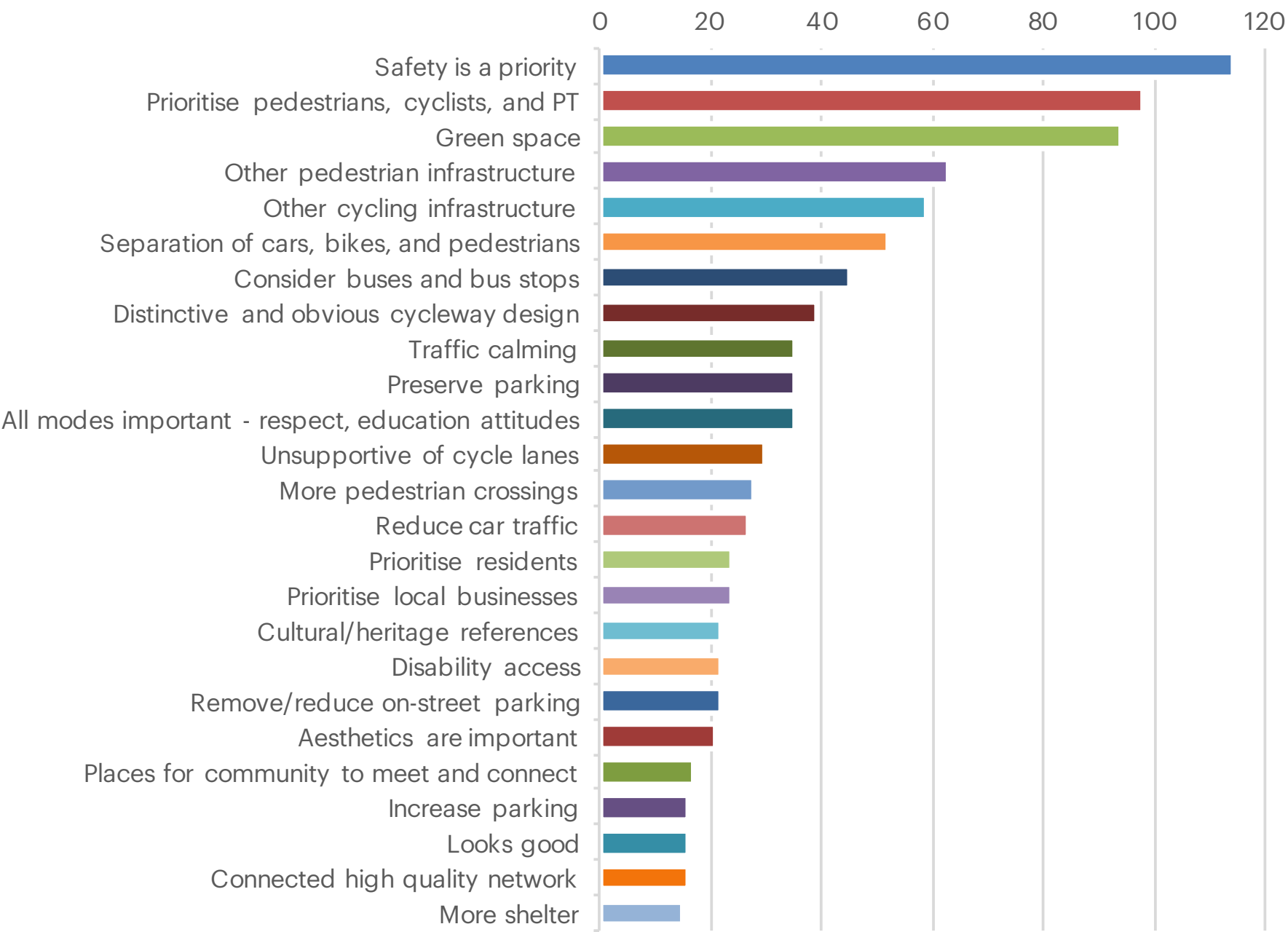


My work/business is in the area n = 53



Urban design and streetscape considerations

Comment themes n = 632



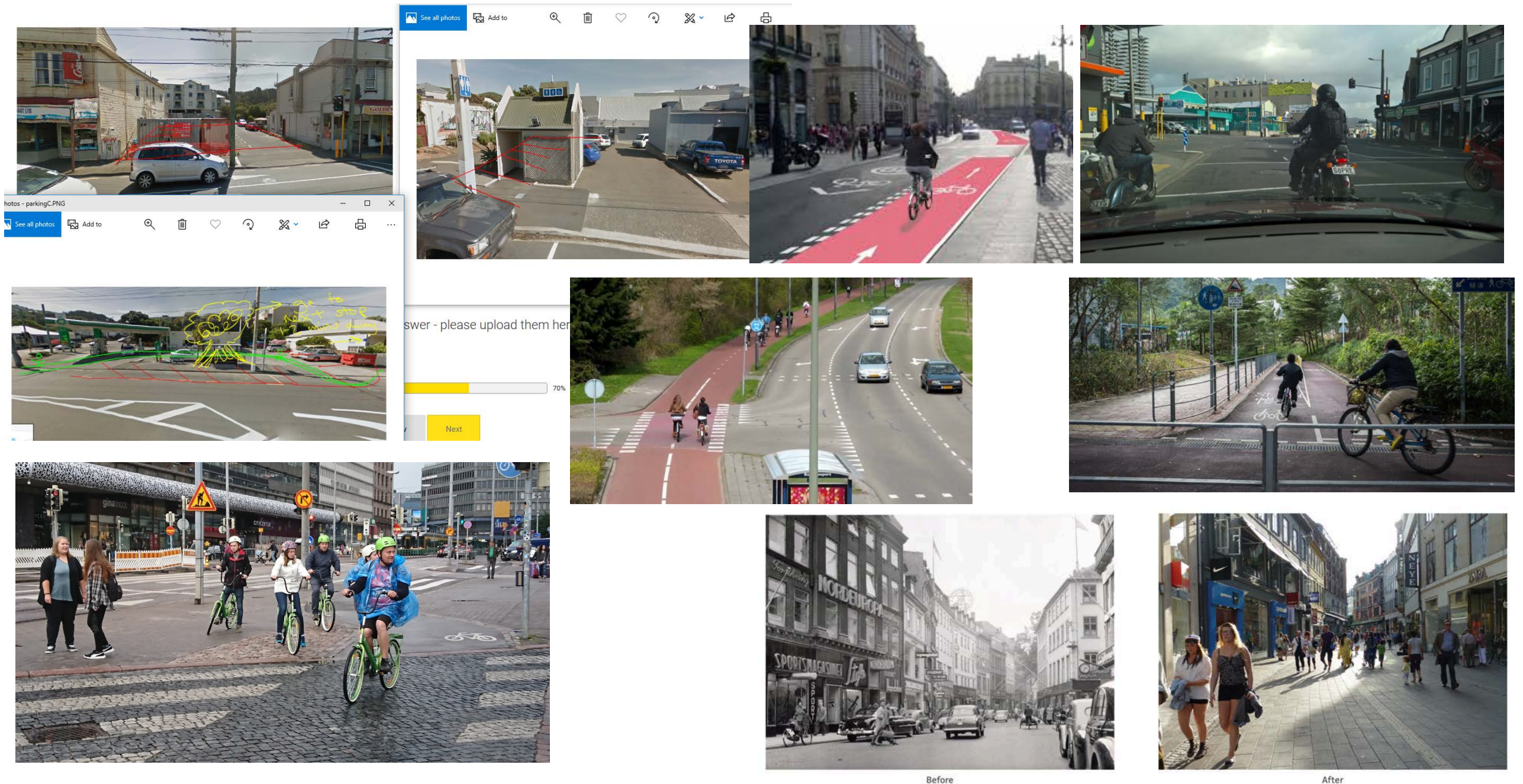
Urban design and streetscape considerations

Supporting images



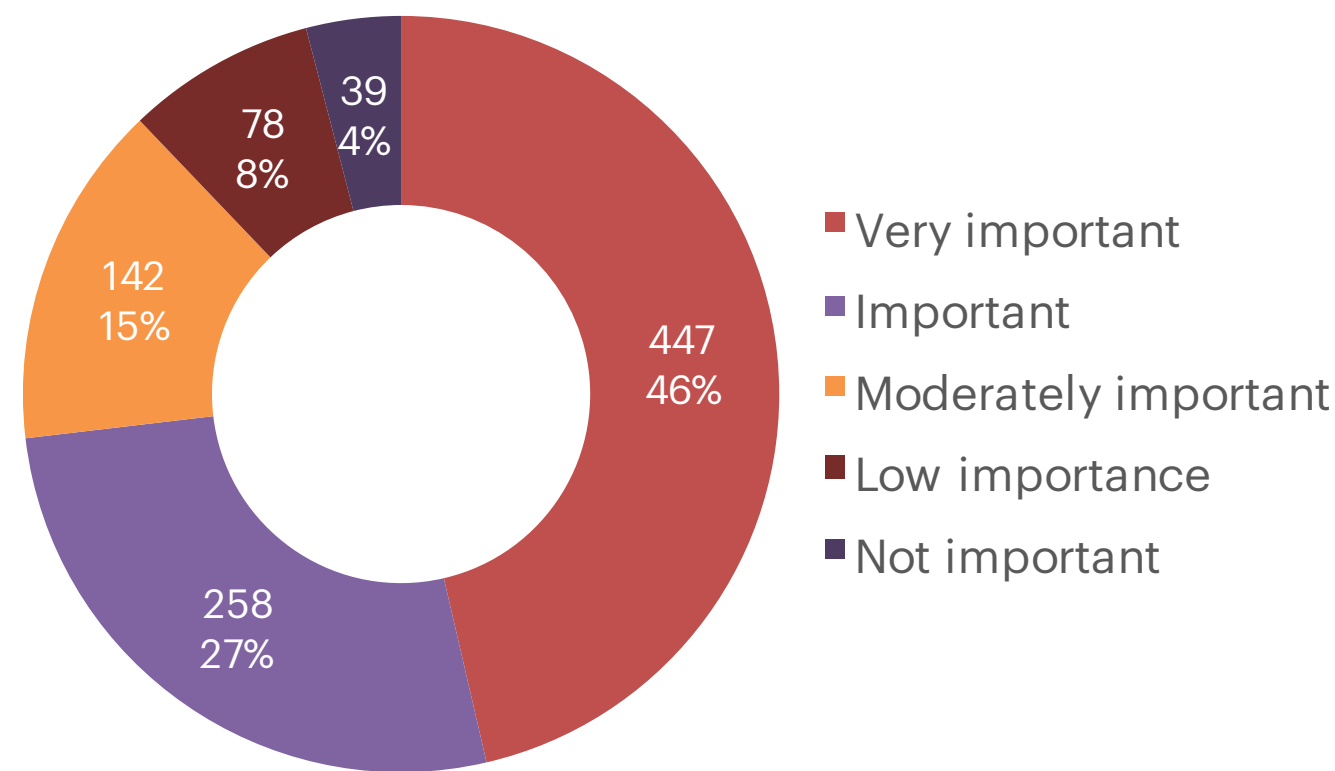
Urban design and streetscape considerations

Supporting images



How important is it to make improvements for people walking?

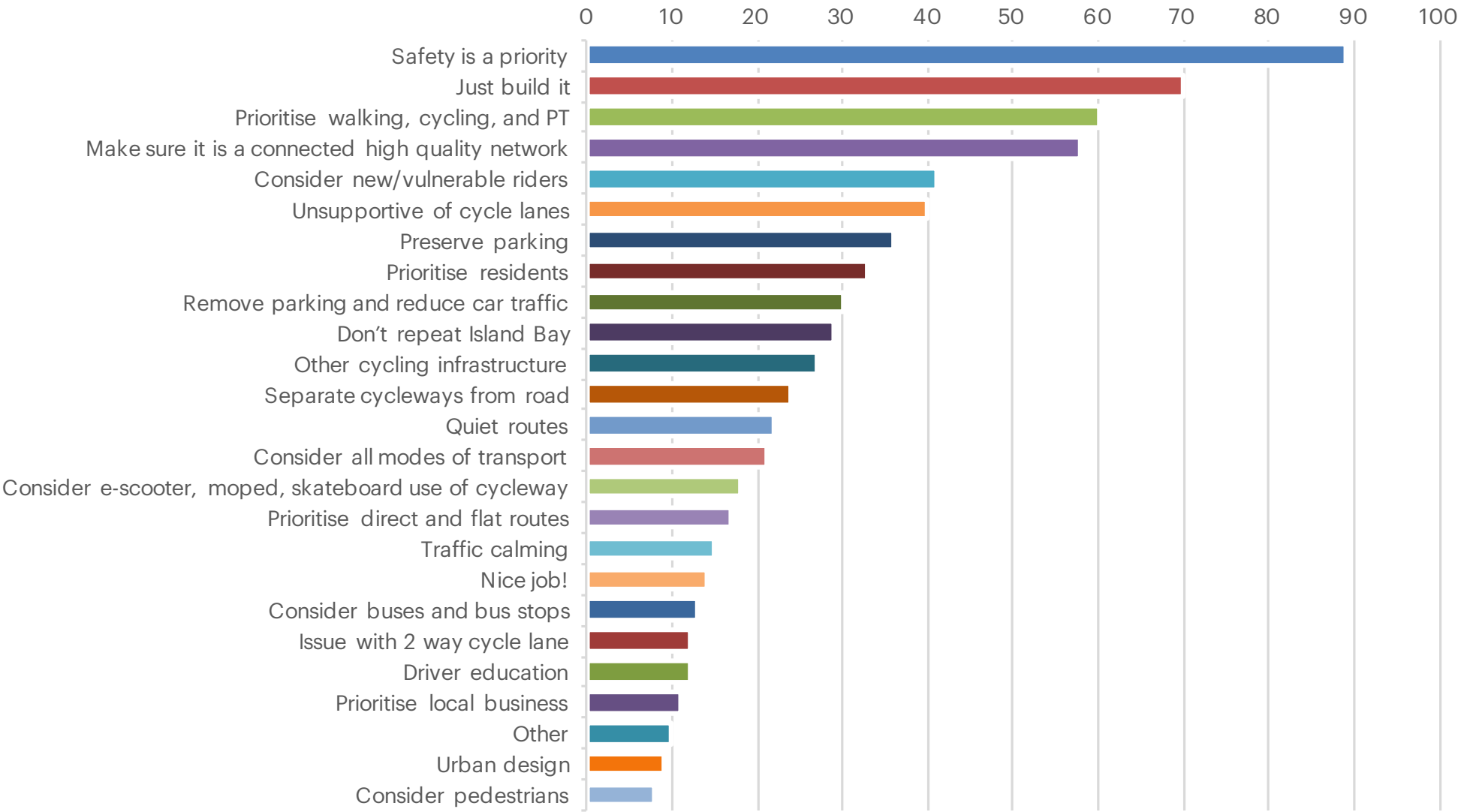
Results n = 964



73% rate it 'very important' or 'important'

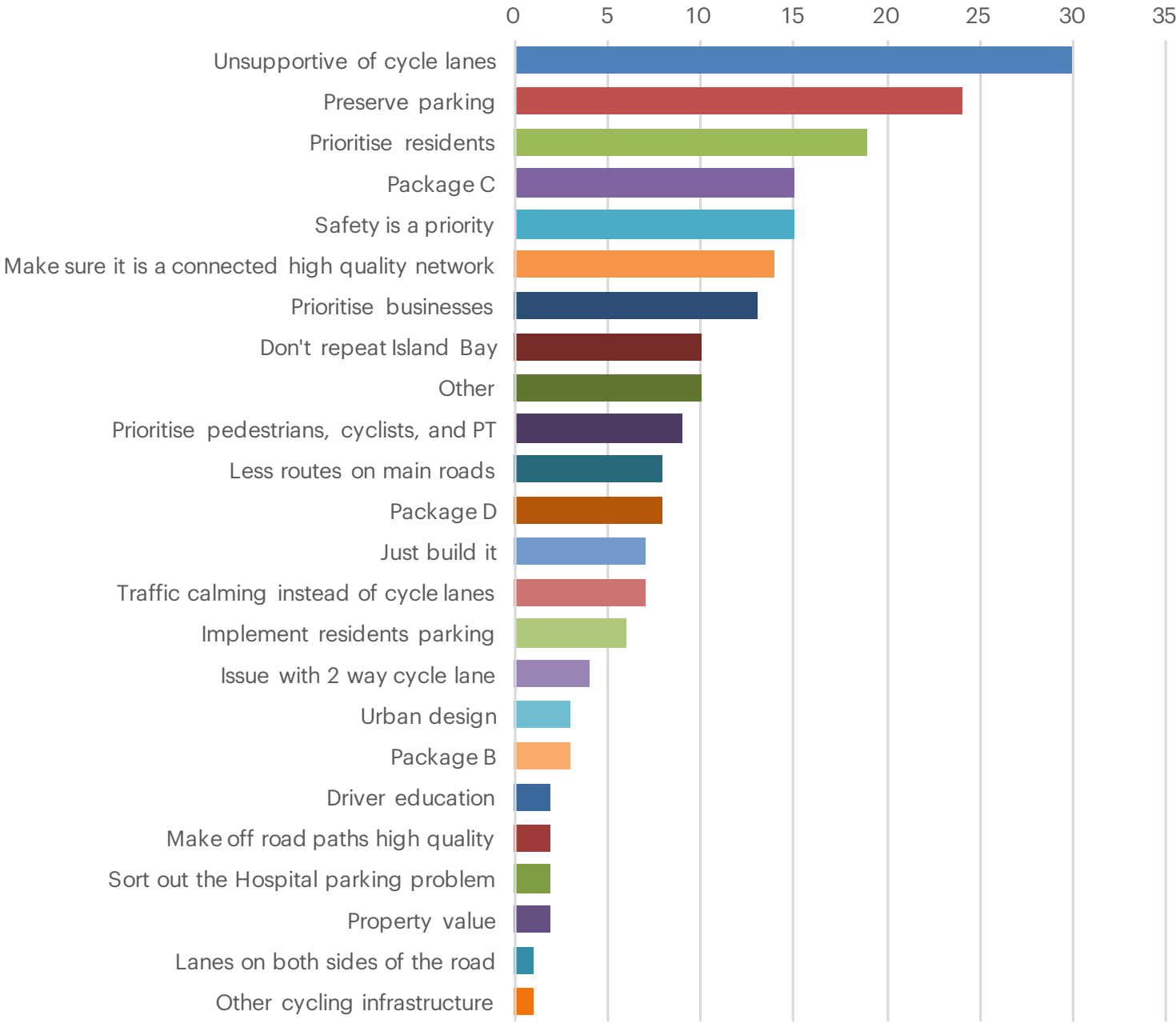
Is there anything else you think designers should consider when making improvements in the area?

Top 25 comment themes n = 719



Email feedback

All emails – themes n = 215

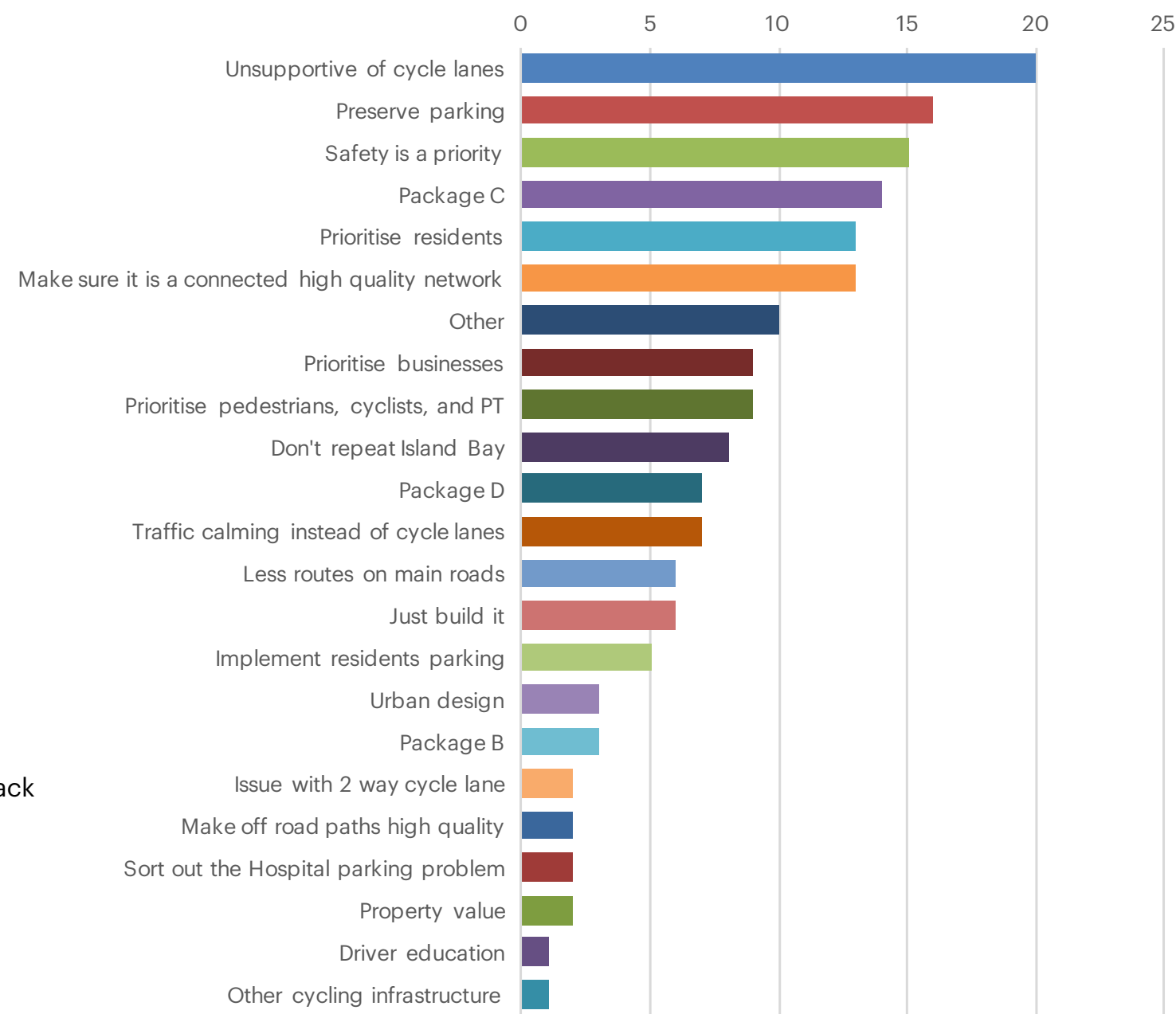


What is email feedback?

This is feedback that was emailed to transport@wcc.govt.nz, (not received via the online form)

Email feedback

Duplicates removed – themes n = 174



What do we mean by 'duplicates removed'?

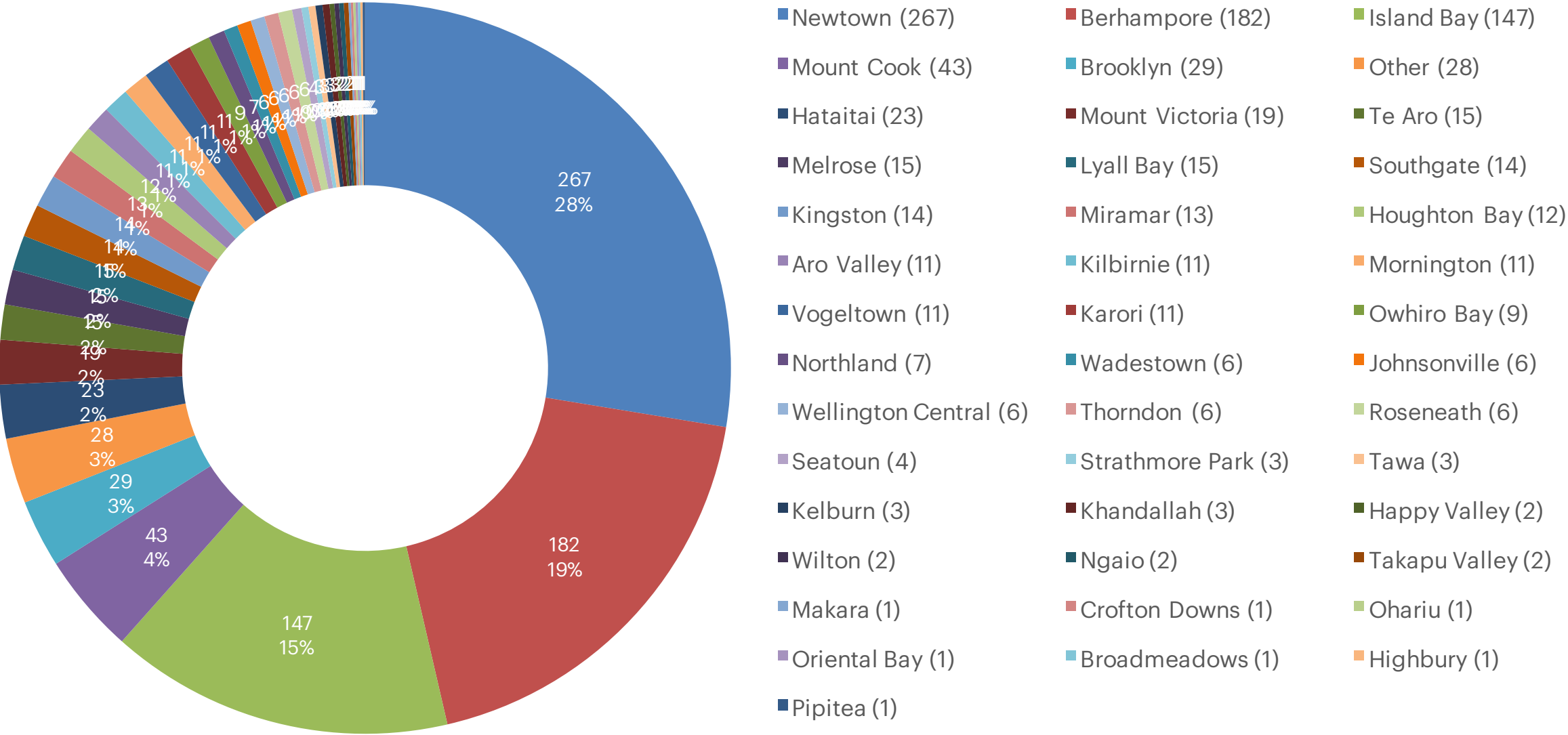
Some people provided feedback via email and via the online form. This graph shows only people who give feedback via email.



Demographic analysis

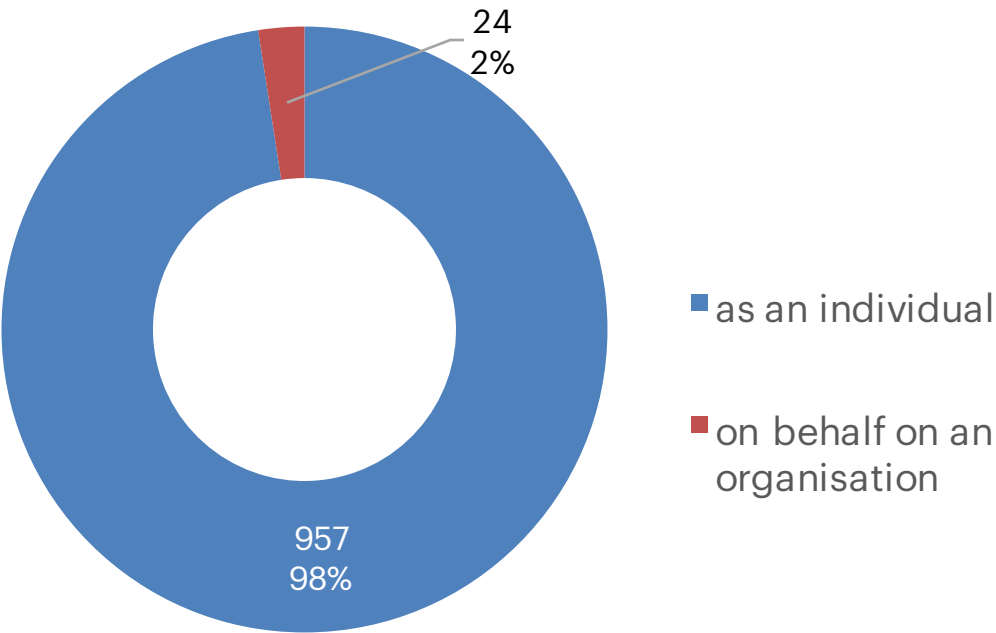
Who have we heard from?

Suburbs - All responses n = 968

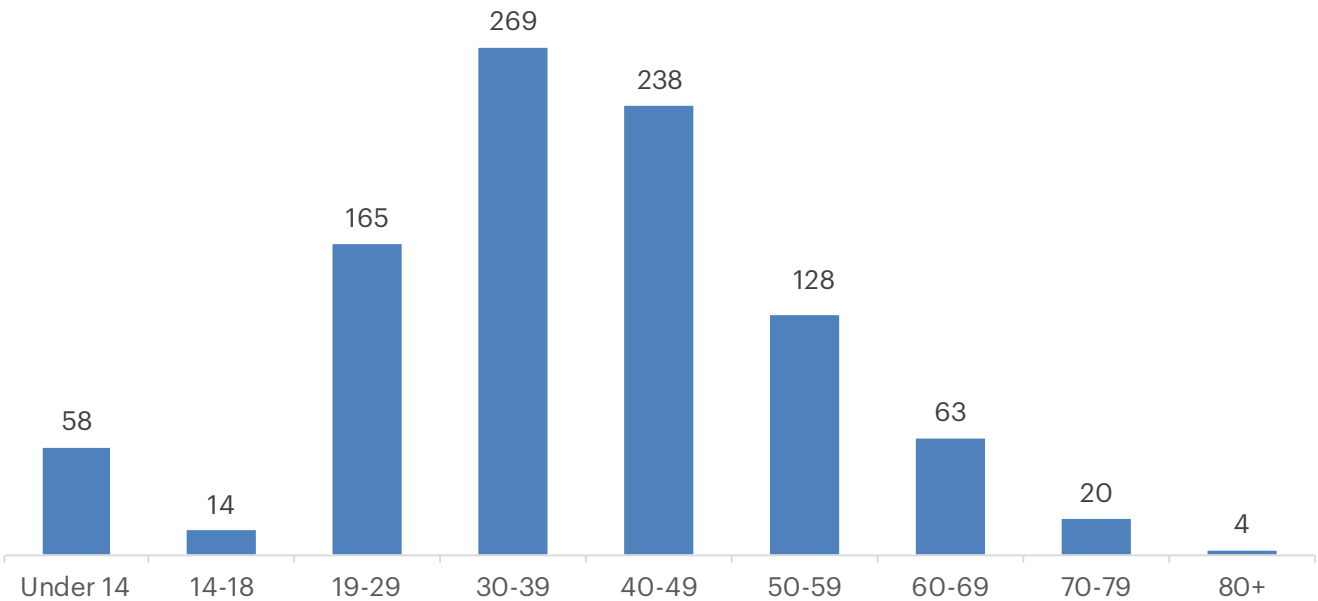


Who have we heard from?

Individual and organisations n=981

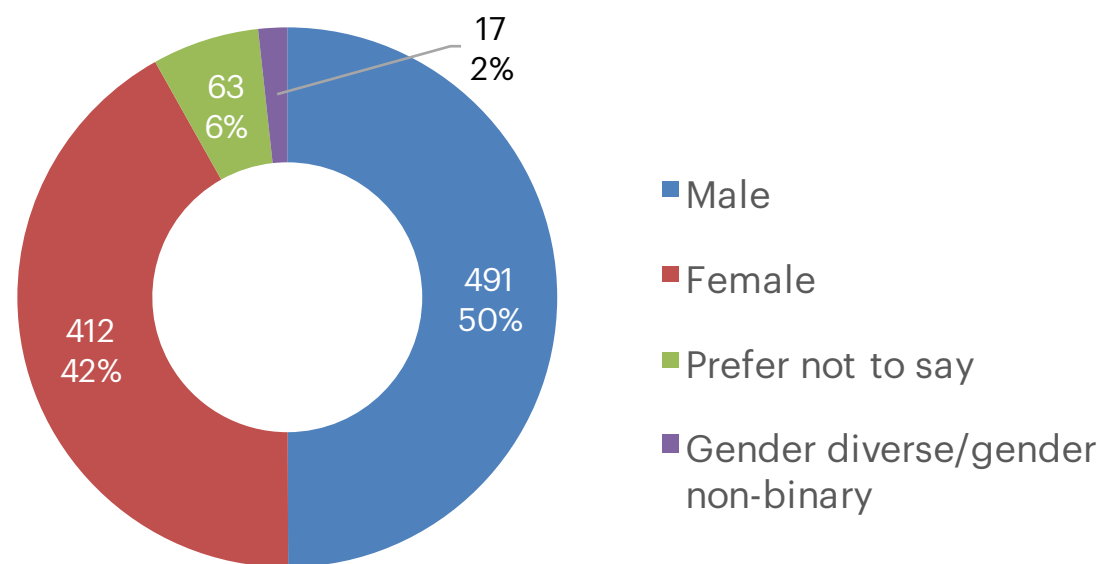


Age n = 959

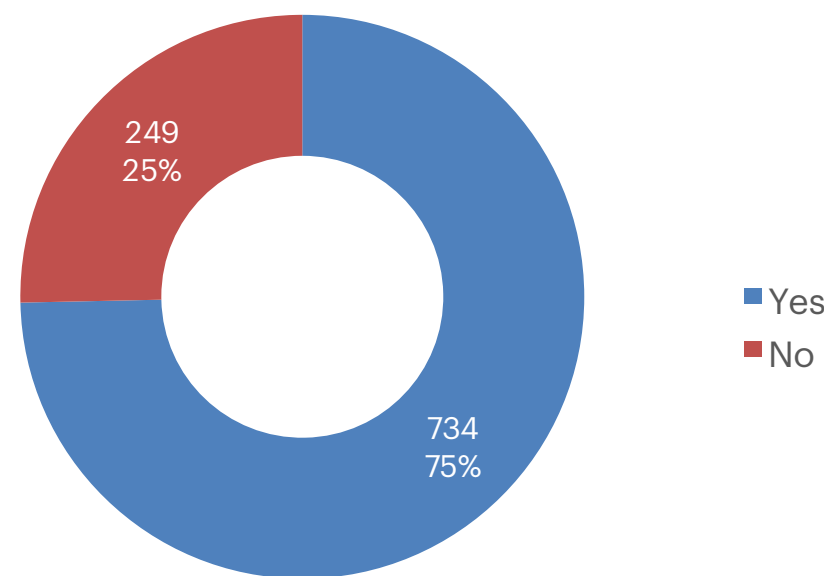


Who have we heard from?

Gender n=983



People who want to join the mailing list n = 983





Appendix

Theme descriptions

Theme descriptions

Overall, which package do you think best meets the community objectives?

Why did you choose this option (package A)?

Safe, high quality facilities	The protected bike lanes and the paved off road paths are safe and high quality for cyclists
Lanes on both sides of road	Preference for one way protected cycle lanes on both sides of the road
Direct routes	The routes are direct
I would use it	Indicating that they would use it or that they think it will encourage an uptake in cycling
Prioritises cyclists and pedestrians	The treatments of package A prioritise the safety and comfort of cyclists and pedestrians
Good connections	The routes are connected
Consistent with other areas of network	The package A treatments are consistent with the cycle lanes in other areas of Wellington
Other	Other comments
This plus package C routes	Indicating a preference for package A treatments and package C routes
Removes parking	Support for the removal of on-street car parking

Theme descriptions

Are there any route networks or street layouts that you particularly like in package A?

Separated bike lanes	Preference for the separated and protected bike lanes
High quality quiet routes	Preference for the high quality quiet routes and paved paths
Direct	Preference for the direct routes
Lanes one way either side	Preference for one way protected cycle lanes on both side of the road
No	Nothing liked about package A
Safe for all cycling levels	Like that the facilities are safe for all cycling levels
Connected	Like the connections offered
Consistent with other areas of the network	Like that the package A treatments are consistent with the cycle lanes in other areas of Wellington
Unsupportive of cycle lanes	Opposed to all cycle lanes
Preserve parking	Prefer that parking be preserved
Other	Other comments
Off road routes	Like the routes that are away from the main road
Removes on-street parking	Support for the removal of on-street car parking
Unprotected bike lanes	Preference for unprotected on-road bike lanes
Island Bay	Preference against a repeat of the Island Bay process and infrastructure
Love it	Like everything about package A

Theme descriptions

Are there any route networks or street layouts that you think should be added/changed/ removed in package A?

More separated bike lanes	Preference to turn all unprotected unseparated bike lanes into consistent protected, separated bike lanes
Preserve parking	Prefer that parking be preserved
Unsupportive of cycle lanes	Opposed to all cycle lanes
No change	No change to package A
More quiet routes	More quiet routes needed
Add paved package C routes	Add the routes of package C but make them paved and high quality
Consider hill issues	Consider safety and comfort issues around hills
Traffic calming	More traffic calming measures are needed
More connections needed	More connections are needed
Make sure it is a connected high quality network	Make sure that there are no gaps in the cycling infrastructure
Narrow road hazard	Consider safety and comfort issues around the narrow roads
Other	Other comments
Remove parking	Support for the removal of on-street car parking
Intersection hazard	Consider safety and comfort issues around intersections
Parked cars are a hazard	Parked cars are a hazard
Consider buses and bus stops	Consider how buses and bus stops will work around these treatments
Love it	Like everything about package A
Less separated bike lanes	Preference for more unprotected on-road bike lanes instead of protected bike lanes
Relocate parking	Mitigate on-street parking reductions by moving parking elsewhere
Prefer two way cycle lane	Preference for a two way protected cycle lane
Shared footpath	Preference for shared footpaths instead of dedicated cycle infrastructure
Make street one way	Preference for some streets to be made one way for cars
Don't repeat Island Bay	Preference against a repeat of the Island Bay process and infrastructure
Not useable at night	Preference for lighting to be added so the off road paths are useable at night

Theme descriptions

Overall, which package do you think best meets the community objectives?

Why did you choose this option (Package B)?

Less impact on parking	Preference for minimal impact on parking
Simple	Preference for minimal cycling infrastructure
Safer	It's safe
Like the two-way cycleway	Preference for two way cycle lanes
Direct routes	Preference for the direct routes
Other	Other comments
This plus package C	Indicating a preference for package B treatments and package C routes

Theme descriptions

Are there any route networks or street layouts that you particularly like in package B?

No	Nothing liked about package B
Consistency of separated bike lanes	Preference for the consistency of the separated, protected bike lanes— no gaps in infrastructure
Quiet routes	Like the quiet routes
Two way cycle lane preference	Preference for two way cycle lanes
Less impact on parking	Preference for minimal impact on parking
Unsupportive of cycle lanes	Opposed to all cycle lanes
Direct	Preference for the direct routes
Prefer one way lanes either side	Would rather have one way protected lanes on both sides of the road
Not good enough	It doesn't do enough to improve things, it is too minimal
Other	Other
It's better than nothing	It's better than no infrastructure at all
Simple	Preference for minimal infrastructure
Safety	It's safe
Connected	Like the connections
Not consistent with other areas of the network	Safety and comfort issues with two way cycle lanes not being consistent with other cycle lanes in Wellington
Island Bay	Preference against a repeat of the Island Bay process and infrastructure

Theme descriptions

Are there any route networks or street layouts that you think should be added/changed/ removed in package B?

Safety issues with two way cycle lane	Safety and comfort issues with two way cycle lane
More connections needed	Too minimal, more connections needed
Preserve parking	Prefer that parking be preserved
Not good enough	Too minimal, a lot more infrastructure is needed
Prefer lanes one way either side	Would rather have one way protected lanes on both sides of the road
Unsupportive of cycle lanes	Opposed to all cycle lanes
Consider hill issues	Consider safety and comfort issues around hills
No change	No change to package B
Intersection hazard	Consider safety and comfort issues around intersections
Not consistent with other areas of the network	Safety and comfort issues with two way cycle lanes not being consistent with other cycle lanes in Wellington
More quiet routes	More quiet routes are needed
Other	Other comments
Package C	Add the routes from package C
Consider buses and bus stops	Consider how buses and bus stops will work around these treatments
More direct	Make the routes more direct
More traffic calming	More traffic calming measures are needed
Narrow road hazard	Consider safety and comfort issues around the narrow roads
Remove parking	Support for the removal of on-street parking
Parked cars are a hazard	Parked cars are a hazard
Don't repeat Island Bay	Preference against a repeat of the Island Bay process and infrastructure
Prefer two way cycle lane	Preference for the two way cycle lane

Theme descriptions

Overall, which package do you think best meets the community objectives?

Why did you choose this option (Package C)?

Has the most options	Provides both on-road protected cycle lanes and quiet routes away from traffic
Most connected	The routes are the most connected
Less impact on main roads and parking	There is less impact on the main roads and parking
More quiet routes	Has the most quiet routes
Good for all ages and abilities	Good for all ages and abilities
Safer	It's safe
Meets more of the community objectives	Meets more of the community objectives and achieves the best compromise between road users
Most comprehensive	Most comprehensive network of infrastructure
This plus package A treatments	Indicating a preference for package A treatments and package C routes
Prioritises cycling and walking	Prioritises cycling and walking
Two way bike lane preference	Preference for two way protected cycle lanes
Other	Other comments

Theme descriptions

Are there any route networks or street layouts that you particularly like in package C?

High quality quiet routes	Like the quiet routes in package C that are high quality
Has the most options	Provides both on-road protected cycle lanes and quiet routes away from traffic
Connected	Preference for the connections
Offroad tracks	Preference for the off road tracks
No	Nothing liked about package C
Less impact on main road and parking	Like the reduced impact on main road and parking
Safe for all cycling levels	Safe for all ages and abilities
Make it more direct	More direct routes are needed
Separated bike lanes	Preference for separated, protected bike lanes
Other	Other comments
Unsupportive of cycle lanes	Opposed to all cycle lanes
Two way cycle lane preference	Preference for the two way cycle lane
Comprehensive	Comprehensive network of infrastructure
Love it	Like everything about package C
Lanes one way either side	Preference for one way protected cycle lanes on both side of the road
Compromise	Achieves the best compromise between road users

Theme descriptions

Are there any route networks or street layouts that you think should be added/changed/ removed in package C?

Prefer lanes one way either side	Safety and comfort issues with two way cycle lane
Preserve parking	Prefer that parking be preserved
Prioritise direct routes first	Prioritise the direct routes over the off road sections
Safety issues with two way cycle lane	Safety and comfort issues with two way cycle lane
Make the off road paths high quality	Make all off road tracks paved, lit, and high quality
Consider hill issues	Consider safety and comfort issues around hills
Unsupportive of cycle lanes	Opposed to all cycle lanes
More separated bike lanes	More separated bike lanes are needed
No change	No change to package C
Hazard at intersections	Consider safety and comfort issues around intersections
Make sure it is a connected high quality network	Make sure that there are no gaps in the cycling infrastructure
More connections needed	More connections are needed
More quiet routes	More quiet routes are needed
Traffic calming	More traffic calming measures are needed
Too much	Prefer less cycling infrastructure
Not consistent with other areas of the network	Safety and comfort issues with two way cycle lanes not being consistent with other cycle lanes in Wellington
Safety issues with contraflow	Consider safety and comfort issues around the contraflow
Love it	Love everything about package C
Other	Other comments
Remove on-street parking	Support for the removal of on-street parking
Consider buses and bus stops	Consider how buses and bus stops will work around these treatments
Narrow road hazard	Consider safety and comfort issues around the narrow roads
Relocate parking	Mitigate on-street parking reductions by moving parking elsewhere
Parked cars are a hazard	Parked cars are a hazard
Don't repeat Island Bay	Preference against a repeat of the Island Bay process and infrastructure
Prefer two way cycle lane	Preference for two way cycle lane

Theme descriptions

Overall, which package do you think best meets the community objectives?

Why did you choose this option (None of the packages)?

Unsupportive of cycle lanes	Opposed to all cycle lanes
Impact on parking	All packages have too much impact on parking
Impact on residents	All packages have too much impact on residents
Less routes on main roads	Preference for most cycling infrastructure to be kept away from the main roads
A mix of options	Prefer a mix of packages A, B, and C
Don't repeat Island Bay	Preference against a repeat of the Island Bay process and infrastructure
Impact on businesses	All packages have too much impact on local businesses
Other	Other
Fix Island Bay first	Fix Island Bay before attempting more cycling infrastructure
Don't know which is the best	Not sure which is the best package
Safety issues	There are safety issues with all packages
The community objectives are flawed	Community objectives are flawed
Alternative suggestions	Other solutions for bike safety rather than cycle lanes

Theme descriptions

Which additional connections do you think should be prioritised?

Why do you think these connections should be prioritised?

Prioritise connections to and in CBD	Prioritise connections to and in the CBD over others
Prioritise connections to attractions & workplaces	Prioritise connections to attractions & workplaces
Prioritise connections between suburbs	Prioritise suburb connections over others
All, grow the network	Prioritise all connections, grow the network
Because I would use them	Because I would use them
Unsupportive of cycle lanes	Opposed to all cycle lanes
Good for commuters	Prioritise connections for commuters
Aim for biggest population centres	Aim for biggest population centres
None of these	None of these connections are needed, focus on the packages without the additional connections
Prioritise connections to schools	Prioritise connections to schools
Where it is most dangerous	Prioritise infrastructure where it is most dangerous for cyclists
To replace substandard bus services	Prioritise connections where bus services are not easily accessible
Consider hill issues	Prioritise connections away from hills
Other	Other comments
Less routes on main roads	Preference for cycling infrastructure to be kept away from the main roads
It's a natural extension	Prioritise connections that are the easiest to build by virtue of being closest to the packages
Don't repeat Island Bay	Preference against a repeat of the Island Bay process and infrastructure
Preserve parking	Prefer that parking be preserved

Theme descriptions

If parking is affected, how should we prioritise the remaining?

People who selected “Other”

Preserve all parking	Preserve all parking
Prioritise residents parking	Prioritise parking for residents
Prioritise according to context	Prioritise according to the biggest needs of the individual area
Prioritise short-stay parking	Prioritise short stay parking for shoppers
Remove on-street parking	Support for the removal of on-street parking
Relocate parking	Mitigate on-street parking reductions by moving parking elsewhere
Prioritise disability accessible parking	Prioritise disability accessible parking
Parking around hospital	The hospital needs to mitigate its staff parking issue
Other	Other comments
Prioritise for businesses and delivery	Prioritise for businesses and delivery
Better public transport	Focus on better public transport first
Increase parking	More parking needed
Unsupportive of cycle lanes	Opposed to all cycle lanes
Prioritise walking, cycling, and PT	Focus on walking, cycling and public transport first
Paid parking	Implement paid parking
Parking around sport events	Parking around sport events is important
Carpooling	Implement carpooling and ride share schemes
Don't repeat Island Bay	Preference against a repeat of the Island Bay process and infrastructure

Theme descriptions

Urban design and streetscape considerations — Top 25 comment themes

Safety is a priority	Safety for all road users is the highest priority
Prioritise pedestrians, cyclists, and PT	Prioritise improvements for walking, cycling and public transport
Green space	Trees, planting, and green space
Other pedestrian infrastructure	Infrastructure that makes it pleasant for pedestrians e.g. water fountains, places to sit, signage, place-making.
Other cycling infrastructure	Secure bike parking and advance traffic lights
Separation of cars, bikes, and pedestrians	Clear separation of all the modes of transport, as little “shared spaces” and mixing of modes as possible
Consider buses and bus stops	Consider how buses and bus stops will work around these treatments
Distinctive and obvious cycleway design	Very visible and obvious cycleways for increased safety for all road users
Traffic calming	Traffic calming to reduce the speed of cars
Preserve parking	Prefer to preserve parking
All modes important - respect, education attitudes	Education around respecting all modes of transport needed
Unsupportive of cycle lanes	Opposed to all cycle lanes
More pedestrian crossings	More pedestrian crossings needed
Reduce car traffic	Slow and reduce car traffic in the area
Prioritise residents	Prioritise residents needs
Prioritise local businesses	Prioritise local businesses
Cultural/heritage references	Consider the multicultural nature of the area in your designs
Disability access	Prioritise those with disability needs
Remove/reduce on-street parking	Support for the removal of on-street parking
Aesthetics are important	Don't make the infrastructure ugly
Places for community to meet and connect	Consider meeting and activity spaces for people
Increase parking	More parking needed
Looks good	Like all the urban design concepts given
Connected high quality network	Make sure that there are no gaps in the cycling infrastructure
More shelter	More weather shelter for pedestrians and cyclists needed

Theme descriptions

Is there anything else you think designers should consider when making improvements in the area? Top 25 comment themes

Safety is a priority	Safety for all modes of transport is the highest priority
Just build it	Be brave and just build the cycleway
Prioritise walking, cycling, and PT	Prioritise improvements for walking, cycling and public transport
Make sure it is a connected high quality network	Make sure that there are no gaps in the cycling infrastructure
Consider new/vulnerable riders	Consider children, old people, and those new to riding bikes
Unsupportive of cycle lanes	Opposed to all cycle lanes
Preserve parking	Prefer to preserve parking
Prioritise residents	Prioritise residents
Remove parking and reduce car traffic	Support for removal of on-street parking and reductions in car traffic
Don't repeat Island Bay	Preference against a repeat of the Island Bay process and infrastructure
Other cycling infrastructure	Secure bike parking and advance traffic lights
Separate cycleways from road	Clear separation of bikes and cars, in both infrastructure design and route choice
Quiet routes	Quiet routes are good
Consider all modes of transport	Don't forget about the other modes of transport such as cars and buses
Consider e-scooter, moped, skateboard use of cycleway	Consider how the cycleway design will deal with e-scooters, mopeds, and skateboards
Prioritise direct and flat routes	Prioritise direct, flat cycle routes
Traffic calming	More traffic calming measures needed
Nice job!	Support for the options put forward and the design process
Consider buses and bus stops	Consider how buses and bus stops will work around these treatments
Issue with 2 way cycle lane	Safety and comfort issues with two way cycle lane
Driver education	Educate drivers on how to behave around bikes more
Prioritise local business	Prioritise local business
Other	Other comments
Urban design	Consider aesthetics and urban design
Consider pedestrians	Consider pedestrians

Theme descriptions

Feedback via transport@wcc.govt.nz email address

Unsupportive of cycle lanes	Opposed to all cycle lanes
Preserve parking	Prefer to preserve parking
Prioritise residents	Prioritise residents needs
Package C	Support for package C
Safety is a priority	Safety for all modes of transport is the highest priority
Make sure it is a connected high quality network	Make sure that there are no gaps in the cycling infrastructure
Prioritise businesses	Prioritise local businesses
Don't repeat Island Bay	Preference against a repeat of the Island Bay process and infrastructure
Other	Other comments
Prioritise pedestrians, cyclists, and PT	Prioritise improvements for walking, cycling and public transport
Less routes on main roads	Preference for most cycling infrastructure to be kept away from the main roads
Package D	Support for "package D" (package C routes with package A treatments)
Just build it	Be brave and just build the cycleway
Traffic calming instead of cycle lanes	Prefer traffic calming and speed reduction instead of cycling infrastructure
Implement residents parking	Implement a residents parking scheme
Issue with 2 way cycle lane	Safety and comfort issues with two way cycle lane
Urban design	Consider aesthetics and urban design
Package B	Support for package B
Driver education	Educate drivers on how to behave around bikes more
Make off road paths high quality	Make all off road options paved, lit, and high quality
Sort out the Hospital parking problem	The hospital needs to mitigate its staff parking issue
Property value	Prioritise local business
Lanes on both sides of the road	Other comments
Other cycling infrastructure	Secure bike parking and advance traffic lights