



Oriental Bay consultation
February 2018

229 public submissions received

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Oriental Bay consultation
Submission

1

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
a	Makara Beach	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Not answered

Comments:

condition1: pedestrians should have the right of way over bikes. Condition2: get bikes off the roads.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

No

Comments:

no

Network importance

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

Very important

Comments:

no

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

**Oriental Bay consultation
Submission**

2

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
A Resident	Oriental Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

No

Comments:

Don't like the bus stop removal, and this section seems short sighted being only a few hundred metres long, needs to be considered as part of a full length oriental pde option. Medium strip reduction could or will cause backups of traffic for cars Turning into garaging on the south side of oriental parade

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

No

Comments:

A lot of elderly residents and hotel related buses use this stop. First it will be too far for some residents to walk to the alternative stops and secondly the buses that stop overnight or pickup at the hotel will now have no where to wait other than encroaching onto the road.

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 Coutts Street?

Comments:

Not answered

**Oriental Bay consultation
Submission**

3

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 separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

This is not really wide enough for a 2-way cycleway. Should instead make the angled parking parallel and make the 2-way cycleway here wider - say 3-4m, with a buffer to the shifted new parallel parking

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

This is a very important link, and currently is v dangerous for cyclists on the road, and dangerous for both pedestrians and cyclists when cyclists use the shared path at speed

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

This is not really wide enough for a 2-way cycleway. Should instead make the angled parking parallel and make the 2-way cycleway here wider - say 3-4m, with a buffer to the shifted new parallel parking

**Oriental Bay consultation
Submission**

4

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Adam	Te Aro	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

This redesign should make this area safer for people on foot and more convenient for people to bike, with knock-on effects for cutting congestion for people who need to drive. Not convinced this area needs to waste valuable space with a 2-metre median given the normally slow speeds along here.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

This will have limited impact on raising the numbers of people on bikes if there's no wider safe bike network to ride from/to.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

2.5 metres is perhaps a little narrow for a two-way bike path if we are expecting fairly young kids to be wobbling along it too.

**Oriental Bay consultation
Submission**

5

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Adam Kyne-Lilley	Thorndon	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Separating unconfident cyclists from pedestrians, and the road is necessary.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Adrian Rumney	Ngaio	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

It is encouraging to see the Wellington council proposing initiatives that help to promote safer cycling and a healthier community. Segregation of the cycle lane from pedestrians could reduce some of the conflict with pedestrians on busy days. It also alleviates the risk to cyclists of the angle parking and traffic furniture pinch points along the roadway, both of which are significant hazards now. However, thought should be given to retaining the shared pathway in addition to a segregated cycle way. This would create a more usable space for through cyclists who would be likely to continue to use the road if the cycle lane is congested with young children and tourists on the Alligator bikes that frequent the area.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

Oriental Bay is already well serviced by a number of bus stops. Stop 6512 (Cable Street) is in relatively close proximity to this stop. If passenger demand is there, then consideration should be given to consolidating also with stop 6512 (Cable Street) to a new stop in Oriental Bay between Cable Street and Herd Street)

Network importance

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

Very important

Comments:

Safe cycling spaces are important in any modern city. Encouraging more people to cycle will reduce traffic congestion and lead to healthier communities.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

**Oriental Bay consultation
Submission**

7

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
aidy sanders	Melrose	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
the proposed two way cycle lane should be wider than 2.5m.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
Yes

Comments:
there are two bus stops very close by to this one

Network importance

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

Comments:
the provisiuon of decent quality cycle infrastructure as part of the transport mix is crucial to the development of the modern city. The ability for family's to cycle to the beach is not too much to ask is it ?

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:
Make it illegal to park huge motorhomes in the angle parks, they stick out too far,and are a hazard to all other road users

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 separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

* A separated bike path is a good thing to remove pedestrian/cyclist conflict on the current path. People using wheelchairs and mobility scooters will be better served by separation. * Need to clearly demarcate the cyclepath from the footpath/bufferzone - eg by grade separation. * 2.5M is too narrow for a two way cyclepath- the Christchurch Cycle Design Guidelines standard is 3.5, minimum 3m

* The narrower traffic lanes will help to reduce speed, which is a good thing. * The project has been compromised to retain parking. However much of the parking appears to be commuter parking, which is not appropriate here. The council should act in accordance with its parking policy by changing all this section to parallel parking, then applying appropriate time limits and charges to ensure availability of parks. Parallel parks may make it easier for people with disabilities to exit/enter vehicles. * it would have been better if this had been part of an overall plan for accommodating bikes, pedestrians and cars in Oriental bay

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Not answered

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 Coutts Street?

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 separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

The proposed cycleway is absolutely not wide enough. This is a two way cycleway; it should be the same width as the Evans Bay section (3m minimum?). Make the cycleway at least 3 meters wide. 3.5 meters would be ideal. Given this area is a busy part of town, and is anticipated as being an important cycling network connection, it is crucial the width allows for easy and safe passing for a growing number of people on bikes. If the width is not sufficient many cyclists may continue to ride on the road which would be a shame. The cycleway should be widened by switching the angled parking to parallel parking spaces - (which are safer for everyone), and / or reducing the width of the median strip. The council should also introduce parking time limits along Oriental Bay that reflect the demand of the area.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

While it may help to remove the bus stop from here to better accommodate the cycleway - I would hope that there is a good alternative bus stop near by and bus passengers are still easily able to access the water front in this area.

Network importance

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

Very important

Comments:

New Zealand streets have been progressively, consistently overcrowded by motorists as cars have become cheaper and more space has been designed to accommodate heavy vehicles. These developments are at odds with what should be the priorities of good streets for people in cities - and especially in Wellington, where we are rightly proud of the value we place on high levels of public transport and walking. Let's make it easy to be proud of our cycling levels as well!

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

I am supportive of the direction of this project and am certain of the benefits of providing better infrastructure to encourage more people to cycle in Wellington and the importance of delivering safer spaces for this. Wellington is unfortunately still a poor place to ride a bicycle. Here are my concerns about the design proposed for this small segment Oriental Bay. It is a very short distance being consulted on. The connection of this cycleway to the Evans Bay cycleway needs to be designed and built as soon as possible. It is a shame Wellingtonians will have to wait for this corridor to be completed. The real benefits of these sections will be less evident until they are and any evaluation of them should wait until they are connected. The proposed cycleway is absolutely not wide enough. This is a two way cycleway; it should be the same width as the Evans Bay section (3m minimum?). Make the cycleway at least 3 meters wide. 3.5 meters would be ideal. Given this area is a busy part of town, and is anticipated as being an important

cycling network connection, it is crucial the width allows for easy and safe passing for a growing number of people on bikes. If the width is not sufficient many cyclists may continue to ride on the road which would be a shame. The cycleway will be widened by switching the angled parking to parallel parking spaces - (which are safer for everyone), and / or reducing the width of the median strip. The council should also introduce parking time limits along Oriental Bay that reflect the demand of the area. Demand management should be introduced along the entire Oriental Parade in anticipation of the need for this. Reduce the width of the median strip so that it is not wider than 0.5 meters. Retaining a median strip for the few residents parking their private cars into their luxury apartments reeks of favouring a privileged few at the cost to the many that need to travel through this area. That WCC are seriously considering retaining angled parking and median strips in favour of motorists, while squashing cycling into the bare minimum space, pushing into pedestrian spaces as well - is a completely unsatisfactory result. The danger of trying to please everyone will result in WCC pleasing no one. Please, start pleasing cycling people more. Our collective health and the health of the planet need this. The pedestrian crossing should be extended across the cycleway - people on foot should have priority.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alex Gough	Miramar	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

Many cyclists will continue to use the road as they can travel close to the 40km limit. Angle parks and narrow roads require these cyclists to keep to the centre of the road lane. Drivers may pass too close to these cyclists, and long parked vehicles present a special hazard. Additional commitments to enforce parking and driving behaviour should be sought from police and parking enforcement.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alexander Elzenaar	Te Aro	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

I support this proposal, but would also like to see traffic speeds lowered (to 30 kph through the length of the shopping and cafe area) due to the pedestrian nature of the zone. I also want to stress the importance of ensuring that the cycleway is clearly separated from the pedestrian section of the path, with frequent signage as well as pavement changes (for example, in the new section of cycleway of this design between Miramar Ave and the Airport it is currently unclear which section of pavement is for walkers and which is for cyclists; a similar design on Beach St in Auckland is unusable as a cycleway due to pedestrians walking and standing in the middle of the cyclepath). I am also concerned about the width of the shared path (the artist's impression makes it look quite narrow) and am unsure why so much space needs to be provided to cars in what should be a low-speed area.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alexander Garside	Northland	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

It's currently too crowded for both bikes and pedestrians.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

No

Comments:

I have had no interactions with this stop, but before removing it it's important to consider what the long-term impacts are, considering this is a densely populated area.

Network importance

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

Important

Comments:

Ultimately creating a first-class two-way separated track from Kilbirnie to the Hutt should be a clear priority, to open up the city to all cyclists it's important to be brave with space usage.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Focus on the connections. I was able to ride from Wellington to Waikanae the other day because of the connected tracks.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alistair Gunn	Other	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

The principle of a separate, properly protected cycleway is great. The limitation is that it is too narrow for a 2 way lane, and does not have capacity for expected numbers of cyclists. The solution is obvious. the road is too wide and space is wasted on angle parks. I recommend 1. first priority remove the median strip and add the space to the cycle way. 2. make parking parallel, saving further space, and reducing danger from backing out on to the lane. the first is vital to make this work.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

We know from the experience of Barcelona, Copenhagen and New York that creating a network of protected lanes immediately reduced crashes, and then was followed by a steady and dramatic rise in numbers cycling. It is the network that supports active travel, not any one street

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew Bartlett (again)	Strathmore Park	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

I find it odd that here, on an over-dimensional route and with cars needing to reverse out of angle parking, there is less space in traffic lanes than on the residential street of Island Bay (after the new design). I think too much priority is given to the flush median and that if the same compromise used there was used here (with parking kept at parity to allow more space around the traffic island) it would be: 50cm flush median, 3.5m traffic lanes, 3.5 cycleway (two way), and enough space for 20cm between the cycleway and the high curb around the trees. With the crocodile bikes using this route and with pedestrians trying to get across to the main footpath this needs more than 2.5m for the two-way cycleway.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

If rather than allocating most of the flush median to the traffic lane and cycleway, if the intention is to slow traffic via 'side friction' with the narrow lanes then a 30km limit would be appropriate and would improve safety with entry and exit to the angle parking.

**Oriental Bay consultation
Submission**

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew Chisholm	Brooklyn	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

Great that pedestrians and cyclists are separated, and that there's a space between the kerb and cycle lane for people to stand.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

It's a very popular route

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

What about young kids or families on those cycle cars? Where would they go?

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 separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

The changes look good, but I can't understand why a 2m median barrier would be kept and angle parking retained whilst a 2-way cycle lane on one of the busiest parts of Wellington would be only 2.5m wide. 2.5m is not enough - the NZTA <https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-network-guidance/designing-a-cycle-facility/between-intersections/cycle-lanes/> recommend a minimum of 1.8 for a single path! Surely it should be 3 to 3.5 to avoid head-on collisions?

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

Ticked yes but really don't mind either way so long as public transport is taken care of.

Network importance

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

Very important

Comments:

There are already too many accidents along here and it doesn't feel like a safe place to ride, but should be.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew McCauley	Hataitai	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

The proposed cycle path is a little narrow, and the additional footpath on the roadside isn't that necessary given the width of the footpath on the seaward side. So I think that making the cycle path slightly wider and allowing less (or no) footpath space on the road side would be better.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 current road layout makes it very dangerous for cycling on the road itself. Lots of cyclists share the footpath currently with pedestrians, which is often fine when the area is not busy, but is really difficult when the area is busy (eg on sunny days during summer). Also because it's such a wide area pedestrians meander across it without expecting cyclists to be behind them, which means if you're on a bike you have to swerve to miss people frequently, even when biking slowly. Having a separate cycle path would make it safer and easier for everyone.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

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 separated bike path and footpath, and the associated changes on Oriental Parade?

Yes, but with changes

Comments:

The bike path should be wider. It will be well used especially with other cycling improvements around Evans Bay etc. This could be achieved by narrowing the median or switching some parking from angle to parallel.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

Main link to eastern suburbs via Evan's Bay

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andy	Mount Victoria	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

The proposal looks ok but why does WCC insist on forward angle parking? This type of parking is being banned in many european states. It is dangerous for drivers, their passengers and makes it difficult to unload from a car boot. It is lethal for cyclists as cars need to reverse blindly for over half their length before they can see what is in the lane. A far better alternative is reverse angle parking. Vehicles reverse into the spaces to park, children can run directly from the car to the footpath, and drivers don't have to back out blind into oncoming traffic.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Please change from reverse angle parking to forward angle parking - it is a far safer alternative.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andy C	Ngaio	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Good solution. I regularly walk, run and drive along here and the footpath gets congested with fast moving cycles. A seperate cycleway inside parking is the safest option for all those on bikes and on foot.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

Makes sense as there are other bus stops nearby.

Network importance

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

Very important

Comments:

As a parent I would love to allow my kids to cycle to school - where possible. But unsafe roads and complete lack of cycling infrastructure makes that hard. All improvements are to be commended.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not entirely sure why a road like this needs such a wide median strip. The speed limit is already 40kph (and in reality far slower at weekends and peak times) so removing the median strip would give much more space for other amendments to the road layout.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andy Thomson, President Oriental Bay Residents Association	Not answered	Oriental Bay Residents Association	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Not answered

Comments:

This submission from the committee of OBRA is the result of a process over more than a year, during which OBRA (together with various other members of the Oriental Bay community) have committed substantial resource and time at many stages of such process. This has included attendance at Council workshops, other meetings with Councillors and officers, submissions, correspondence etc. During the process, Rex Nicholls called a meeting which was well attended, including by a large number of those who reside adjacent to that part of Oriental Parade directly affected. Because OBRA had a common purpose with those people who attended Rex Nicholls' meeting, we have now co-ordinated our efforts. OBRA has been consulted and made various inputs to the attached submission, dated 14 March 2018 which OBRA endorses and supports. Accordingly, the attached submission put forward by Rex Nicholls, has also been adopted as OBRA's submission. While it is accepted that Council has the prerogative (subject to the controls of relevant legislation) to make policy initiatives, it is necessary to note that the original and early iterations of Council's proposed plan reflected a lack of consideration for the traffic volumes and complex mix of uses of Oriental Parade, which are a present reality. At times, the focus seemed exclusively on cycling. OBRA does support the need for improved safety for cyclists, but our position has always been that any proposal should take account of and be fair balanced and safe, for all users. Importantly, by 'users' we do not just mean residents, but the wider community of multiple non-resident users in different forms. The attached submission sets out the further changes required. We have communicated at various times with our local community through our newsletter, bulk emails and meetings. Also, information has been put up on our website orientalbay.org.nz. Therefore, the process of communication and feedback, both with our local Oriental Bay community and with the wider community of Oriental Bay users, has been comprehensive. A link to the current Council plan together with the submission has been on our website. All feedback and comments have been in support of the changes suggested by this submission, or in support but with additional changes (some of which have been incorporated), or seeking continuation of the status quo. There have been no comments or feedback approving the current Council plan proposal and its implementation as is. Accordingly, we request that the submission's recommendations be acted upon. available to discuss with the Council at its convenience. Following on from a public meeting on 8 November 2017 of affected residents and apartment owners, and after representations from OBRA, WCC revised its (Original Proposal to add a cycle lane to Oriental Parade. This 'Revised Proposal' was advertised in late February and opened for public consultation which closes 17 March. The affected residents have been circulated the 'Compromise Proposal' below. They have endorsed it and some sensible suggestions from them have now been included. We accept that WCC has the right to make changes to our street, and that they appear unyielding in doing so. The 94 residents at the meeting overwhelmingly agreed that nothing permanent should be done to Oriental Parade until the total length of the street was planned. However, our Compromise Proposal suggests a way to add a cycle lane while making the main carriage way less dangerous and difficult than both WCC's Original and Revised Proposals, given that change will be forced on us. The removal of the bus stop at Herd St is necessary once a cycle lane is installed where bus patrons would alight. Adding new carparks will be useful. Straightening of the PNYC pedestrian crossing makes sense. However, there has still been no effort to explain how bikes transfer across the flat area in front of the busy Freyberg Pool. The attached sketch shows the dimensions of the street in two places. It then shows WCC's proposed widths of the various lanes of the street, and, at the bottom, our

Compromise Proposal dimensions. Our compromise tries to meet some of the obvious concerns shown in comments already made by residents and OBRA. These are: 1. The traffic lanes are proposed at 3.3m wide when they are currently 4m wide. This narrowing leaves little room for bikes to ride past slow or stopped cars. Many, especially faster, cyclists will still use the traffic lanes, as is their right. 2. The median strip between traffic lanes is proposed to drop to 2.2m when it is currently 2.9-3.2m wide. This strip is required for cars turning right into apartment buildings without holding up following traffic. It would have been used as an important condition in the Resource Consents of ~~the~~ at least newer apartment buildings along the route. There is also a need to give room for emergency vehicles which are generally quite wide. To overcome these problems we recommend the following compromise: 3. Make the cycle lane 2.0m instead of 2.5m. The cycle lane from the end of Oriental Bay around Evans Bay is only 1.5m wide, albeit one way. 2.0m still gives adequate width for two bikes to pass. 4. Cut back the south side brick kerb of the raised planted strip 400mm (or more). Two large Pohutukawa trees nearer Freyberg have large protruding roots. Pohutukawas are very tough and would withstand some root trimming. In fact limbs fall off dangerously onto the footpath every winter, so the trees need trimming. However, if this is not acceptable then reinforced pavement 'humps' over these specific roots would also work. 5. Add 200mm to each traffic lane, improving their safety a little. 6. Add 500mm to the central median, making right turning a much safer operation. 7. Extend the pedestrian crossings over the cycle lanes. 8. Retain the current paraplegic carparks. Below are the recommendations from the public meeting which still need to be addressed: a. use CCTV to police cycles, crocodile bikes, and skateboards b. Crocodile bikes should be banned from the footpath (spaced posts at Herd St end) or at least have a minimum driver age c. A solution must be found for the transitions from the end of the bike lane outside Freyberg Pool onto the existing shared-pedestrian space d. Discuss with NZTA holding their funds until an overall solution is agreed for the whole of Oriental Parade from Herd St to Point Jerningham e. Do not make any major changes to Oriental Parade until the Basin Reserve traffic issues have been resolved so that traffic currently clogging our street can be encouraged onto Highway 1. f. One of the most obvious issues that WCC must address with urgency is traffic congestion at the Basin Reserve. Until this major traffic problem is solved Oriental Parade will carry far too much traffic. And until that time, changing the current roading configuration will negatively affect owners and residents, visitors, and vehicles. g. Move faster to replicate Mt Victoria's Tunnel. Only then will dangerous goods vehicles stop using Oriental Parade, endangering our dwellings!

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

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

Oriental Bay Residents Association

Submission to Wellington City Council

The revised proposal for a cycleway between Herd Street and Freyberg Pool, Oriental Bay

This submission from the committee of OBRA is the result of a process over more than a year, during which OBRA (together with various other members of the Oriental Bay community) have committed substantial resource and time at many stages of such process. This has included attendance at Council workshops, other meetings with Councillors and officers, submissions, correspondence etc. During the process, Rex Nicholls called a meeting which was well attended, including by a large number of those who reside adjacent to that part of Oriental Parade directly affected.

Because OBRA had a common purpose with those people who attended Rex Nicholls' meeting, we have now co-ordinated our efforts. OBRA has been consulted and made various inputs to the attached submission, dated 14 March 2018 which OBRA endorses and supports. Accordingly, the attached submission put forward by Rex Nicholls, has also been adopted as OBRA's submission.

While it is accepted that Council has the prerogative (subject to the controls of relevant legislation) to make policy initiatives, it is necessary to note that the original and early iterations of Council's proposed plan reflected a lack of consideration for the traffic volumes and complex mix of uses of Oriental Parade, which are a present reality. At times, the focus seemed exclusively on cycling. OBRA does support the need for improved safety for cyclists, but our position has always been that any proposal should take account of and be fair balanced and safe, for all users. Importantly, by "users" we do not just mean residents, but the wider community of multiple non-resident users in different forms. The attached submission sets out the further changes required.

We have communicated at various times with our local community through our newsletter, bulk emails and meetings. Also, information has been put up on our website orientalbay.org.nz. Therefore, the process of communication and feedback, both with our local Oriental Bay community and with the wider community of Oriental Bay users, has been comprehensive. A link to the current Council plan together with the submission has been on our website. All feedback and comments have been in support of the changes suggested by this submission, or in support but with additional changes (some of which have been incorporated), or seeking continuation of the status quo. There have been no comments or feedback approving the current Council plan proposal and its implementation as is.

Accordingly, we request that the submission's recommendations be acted upon. We are available to discuss with the Council at its convenience.

Andy Thomson, President

Oriental Bay Residents Association

16 March 2018

18 Hay Street

Oriental Bay, Wellington 6011

Rex Nicholls

5B/172 Oriental P'de

Wellington 6011,NZ

Phone 04 3857912

Cell 029 3857912

rex@nicholls.nz

14 March 2018

SUBMISSION TO WCC
ORIENTAL PARADE HERD ST TO FREYBERG
ROADING LAYOUT PROPOSAL

Following on from a public meeting on 8 November 2017 of affected residents and apartment owners, and after representations from OBRA, WCC revised its 'Original Proposal' to add a cycle lane to Oriental Parade. This 'Revised Proposal' was advertised in late February and opened for public consultation which closes 17 March. The affected residents have been circulated the 'Compromise Proposal' below. They have endorsed it and some sensible suggestions from them have now been included.

We accept that WCC has the right to make changes to our street, and that they appear unyielding in doing so. The 94 residents at the meeting overwhelmingly agreed that nothing permanent should be done to Oriental Parade until the total length of the street was planned. However, our Compromise Proposal suggests a way to add a cycle lane while making the main carriage way less dangerous and difficult than both WCC's Original and Revised Proposals, given that change will be forced on us.

The removal of the bus stop at Herd St is necessary once a cycle lane is installed where bus patrons would alight. Adding new carparks will be useful. Straightening of the PNYC pedestrian crossing makes sense. However, there has still been no effort to explain how bikes transfer across the flat area in front of the busy Freyberg Pool.

The attached sketch shows the dimensions of the street in two places. It then shows WCC's proposed widths of the various lanes of the street, and, at the bottom, our Compromise Proposal dimensions. Our compromise tries to meet some of the obvious concerns shown in comments already made by residents and OBRA. These are:

1. The traffic lanes are proposed at 3.3m wide when they are currently 4m wide. This narrowing leaves little room for bikes to ride past slow or stopped cars. Many, especially faster, cyclists will still use the traffic lanes, as is their right.
2. The median strip between traffic lanes is proposed to drop to 2.2m when it is currently 2.9-3.2m wide. This strip is required for cars turning right into apartment buildings without holding up following traffic. It would have been used as an important condition in the Resource Consents of –at least newer-

apartment buildings along the route. There is also a need to give room for emergency vehicles which are generally quite wide.

To overcome these problems we recommend the following compromise:

3. Make the cycle lane 2.0m instead of 2.5m. The cycle lane from the end of Oriental Bay around Evans Bay is only 1.5m wide, albeit one way. 2.0m still gives adequate width for two bikes to pass.
4. Cut back the south side brick kerb of the raised planted strip 400mm (or more). Two large Pohutukawa trees nearer Freyberg have large protruding roots. Pohutukawas are very tough and would withstand some root trimming. In fact limbs fall off dangerously onto the footpath every winter, so the trees need trimming. However, if this is not acceptable then reinforced pavement 'humps' over these specific roots would also work.
5. Add 200mm to each traffic lane, improving their safety a little.
6. Add 500mm to the central median, making right turning a much safer operation.
7. Extend the pedestrian crossings over the cycle lanes.
8. Retain the current paraplegic carparks.

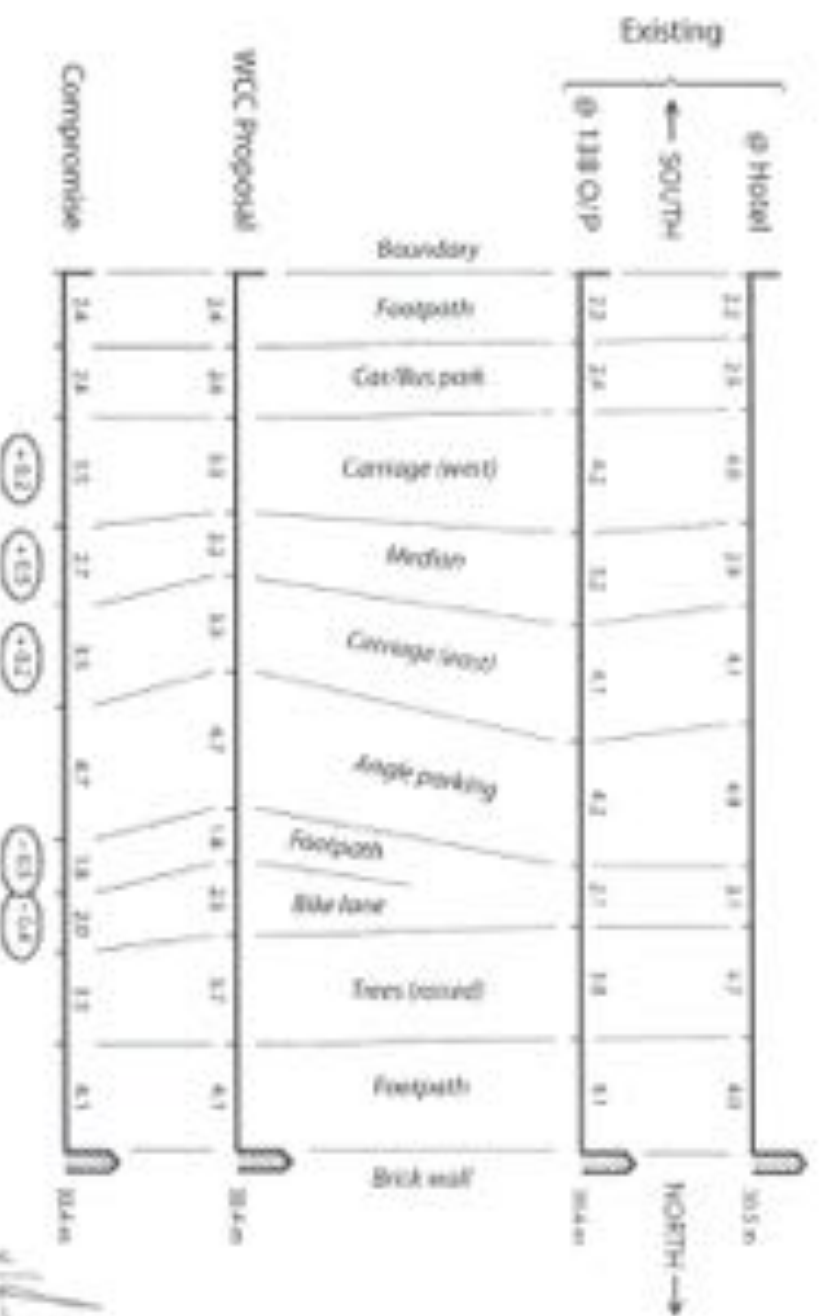
Below are the recommendations from the public meeting which still need to be addressed:

- a. use CCTV to police cycles, crocodile bikes, and skateboards
- b. Crocodile bikes should be banned from the footpath (spaced posts at Herd St end) or at least have a minimum driver age
- c. A solution must be found for the transitions from the end of the bike lane outside Freyberg Pool onto the existing shared-pedestrian space
- d. Discuss with NZTA holding their funds until an overall solution is agreed for the whole of Oriental Parade from Herd St to Point Jerningham
- e. Do not make any major changes to Oriental Parade until the Basin Reserve traffic issues have been resolved so that traffic currently clogging our street can be encouraged onto Highway 1.
- f. One of the most obvious issues that WCC must address with urgency is traffic congestion at the Basin Reserve. Until this major traffic problem is solved Oriental Parade will carry far too much traffic. And until that time, changing the current roading configuration will negatively affect owners and residents, visitors, and vehicles.
- g. Move faster to replicate Mt Victoria's Tunnel. Only then will dangerous goods vehicles stop using Oriental Parade, endangering our dwellings!



ORIENTAL PARADE — Herd St/Freyberg Existing and Proposed layouts

27.2.18



Handwritten signature

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anita Easton	Wadestown	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

I like returning the footpath to the pedestrians - I don't feel safe cycling there so I end up on the road dealing with people reversing out of angle parks. I worry, though, that people using the pedestrian space between the parked cars and the cycle lane won't pay good attention and will end up causing a hazard for the cyclists. If that happens we would be pushed back into the main lanes, which would now be narrower.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anonymous	Johnsonville	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
No

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anonymous	Miramar	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

No

Comments:

There is nothing wrong with the current situation and spending money for a small minority of people when there are many who struggle to put food on the table get your priorities straight

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anonymous regular user	Khandallah	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

No

Comments:

We shouldn't change what isn't broken, the existing set up works fine. We certainly shouldn't be reducing the number of parks available to suit a minority group. The council has already wasted money on cycleway projects (island bay and the Hutt road). Particularly along the Hutt Road I see cyclist everyday on the road with cars and the widened footpath/cycleway is completely unused. That is a waste of space and all it does is slow down traffic. If you must proceed with cycleways you should be out there enforcing fines against cyclists who do not adhere to the road rules. Wellington does not lend itself to cyclists full stop and it is an enormous waste of money and resources for a group we don't even have reliable stats on. Spend the money on something that benefits the rest of us.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

**Oriental Bay consultation
Submission**

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anoymas	Miramar	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

No

Comments:

**Actually looks okay. Why have you listened and and made changes in Oriental Bay yet not else where?
Not sure why raised area around trees is not removed rather than narrowing road.**

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

Oriental Bay consultation
Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anthony Grigg	Oriental Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Pedestrians and cyclists should not have to share the same space as it is not safe for either group.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 time to improve the cycle paths and pedestrian footpaths for the benefit of all.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Antony	Wellington Central	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

I like that the council is proposing to more clearly separate pedestrians and cyclists.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

This is a dramatically better version than the original plan. I want to congratulate the council for consulting and listening to the feedback. For those who say no-one cycles, try running out to Ngauranga from Thorndon Quay and count the numbers, or stand at any intersection in the city (e.g., The Terrace and Bowen St) between 5.30 and 6pm - the numbers are incredible

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ashley	Crofton Downs	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Fantastic!!!!!!

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

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 separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

On sunny bikes, less confident bikers are currently forced on to the road, which adds to the parking chaos at these times.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
AShley Koning	Strathmore Park	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Having been hit and hospitalised, with ongoing health issues, by a car turning into an angle park along Oriental Bay I am somewhat prejudiced but I would say creating a separate path between pedestrians and the angle parks should be extended along the entirety of Oriental Parade park alongside

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

Without these changes cycling remains a dangerous option along Oriental Parade. I have been hit myself and seen numerous accidents and near misses along there because of the lack of a designated cycle path. As a walker now, having decided it is no longer safe to ride, I do not enjoy having cyclists come up behind me to pass in cramped spaces. Sharing is not caring.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

As above, be more ambitious create a separate cycle path along the entirety of Oriental Parade. Do it once so you do not have to do it again in the future, as more and more people take up cycling.

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
B S P (Paddy) Marra	Oriental Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

Back in November 2017 I made a submission asking for changes. I have just seen the latest design and that looks much better and takes into account my points and so I am now in support of the new design

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Not answered

Comments:

I do not use that stop - I use the one further around into Oriental Parade so I will leave comment to others who use it

Network importance

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

Moderately important

Comments:

My comments were made above

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

I am still waiting to see designs about further around where I live

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Belinda Whitehead	Other	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

There is no need for a painted medium strip when travelling in a car.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Keep the angle parking

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ben	Miramar	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
No

Comments:

Nothing wrong with the existing cycleway shared pedestrian zone

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

No

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:

Spend the money on improving pinch points and calming traffic - its cheaper and more effective. Painting lines gives drivers the feeling they can pass cyclists at any speed as long as they keep in 'their' lane. Getting rid of white lines is more effective as it makes road users be more aware of every hazard including those coming towards them.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ben	Johnsonville	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
This looks great - it will make cycling and walking along Oriental Parade safer

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bill Nelson	Aro Valley	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:

Not answered

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

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Not answered

Comments:

. 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.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

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:
Brent Leslie	Ngaio	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

The median strip should be shrunk/removed with the space added to the cycleway and a physical lane separator installed to stop people turning across northbound traffic when travelling south. Install a roundabout at the Freyberg pool entrance for traffic to turn around at and to allow traffic coming out of Freyberg pool to make the turn. Continue with the lane separator after the roundabout to Oriental Terrace where there is another roundabout and again through to Grass Street. The roundabouts allow cars to turn and park along the other side of the road while avoiding dangerous maneuvers crossing into oncoming traffic.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

The bus stop is only 100m from the previous stop on Cable St - a walkable distance for children or the elderly. While not ideal, it will free up considerable space.

Network importance

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

Very important

Comments:

Linked up, well designed (physically separated) cycleways which traverse the whole city will greatly encourage cycling.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

This needs to be extended out to the end of the beach area.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Brett Lorier	Other	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

The cycle path is good but I think it would need to be wider. I have only used this road as a driver and pedestrian, but my main concern was making sure not to hit cyclists when backing out of angle parks and not to be hit by cyclists while walking. If the cycle path is too narrow, cyclists will use the road or footpath and it will be a huge waste of money. While it's nice to have a median strip, this should be reduced in width to widen the cycle path.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Brian	Miramar	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

Generally this is positive. The cycle lane is too narrow and should be 2.8m wide. The cycle lane should be painted along its entire length to clearly separate it from the footpath.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

The existing footpath is very congested in summer, and too busy to cycle along. Cycling on the road behind the angle parks is scary and dangerous.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Brian & Anne O'Sullivan	Oriental Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

No

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

No

Comments:

a) The removal of the bus-stop by Herd St (Chaffer's Marina #6513) will severely disadvantage both the Copthorne Hotel customers who use the current service, and also the many elderly residents who currently use the stop. Given that the current bus-stop is of less width than the angle parking, it would seem that this could be retained in any plan that continues to provide angle-parking. The only reason to remove the service would seem to be the extra revenue to Parking Services (and a cut to the WCC). This revenue from an additional SIX parks would be minimal in the overall scheme, and a poor compensation when compared to the inconvenience to residents and tourists/visitors. b) The Chaffer's Marina bus-stop (#6513) is often used by other non-regular buses (eg. school charters, tour buses, etc) as a convenient park while they await the arrival of the scheduled pick-up passengers at the stop (eg. wedding & tour parties) or their scheduled pick-up at locations nearby.

Network importance

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

Low importance

Comments:

While Oriental Parade remains the main route from the city to the airport & Miramar Peninsula for the transportation of dangerous goods, it is foolhardy to consider increasing the associated risk by reducing the traffic lane widths. I believe WCC would be liable for any damages that might be sought as a result of accidents & damage that could be caused by this change.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

a) The median strip will not be wide enough to support the safe turning-right of vehicles into private residences along the affected area, or busy commercial traffic areas such as the Copthorne Hotel. The volume of heavy traffic (eg. petrol tankers and heavy haulage trucks) that are forced to use Oriental Parade because the Mt Vic tunnel is not an option, will undoubtedly clash with any traffic turning from the median strip. b) Currently the median strip is used as temporary parking for commercial deliveries made to businesses such as PNYC, Coene's Restaurant & the replacement "Vista" restaurant. Given there are no other parking options available for these vehicles, they will continue to operate as before with an increased associated risk due to the proposed reduced width median strip. c) The introduction of a cycle-only strip on the inland side of the tree-strip will not prevent the more experienced cyclists from choosing to use the road for two reasons: a) they have a right to do so, and b) they will want to avoid the lesser-experienced cyclists using the dedicated strip. With the proposed reduction in lane width this will

increase the associated danger to those cyclists that continue to use the main road. and d) The mock-up photo of the proposed changes, included with the WCC letter to residents dated 16 Feb 2018, is disingenuous at best given that all of the vehicles in immediate view are compact vehicles resulting in a "roomier" perspective than would actually be the case - very artful! The effect is not a true reflection of the daily activity where vehicles angle-parked range from compacts through the large campervans, and in between are the many larger cars, SUVs, and commercial utes, vans & trucks

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bryce Cleland	Other	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

I support the idea of a cycle way separated from pedestrians. I think the cycle way proposed is too narrow given the curbs either side of the cycle way and the high likelihood of pedestrians crossing the cycle way. I think the minimum width should be 3m and this could be accommodated out of the footpath and the areas where the trees are.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Callum Strong	Seatoun	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

As a frequent rider the current shared path is hard to navigate creating unease. I like the separation and still a pedestrian buffer zone for people getting out of cars. Narrowing the road is fine - but driver education is still the biggest hurdle. Seems like humans peripheral vision is deteriorating as many drivers don't know the width of their car - maybe too much screen time... lol.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

I don't use the bus.

Network importance

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

Very important

Comments:

Cycling is only getting more popular with e-bikes.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

This is great, glad the council have communicated and worked out a solution that balances all needs.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Cam	Te Aro	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

I largely support the proposal. However, is the footpath between the cars and the bike path really needed? Or at the least could this be reduced in width? The space could be used to retain wider vehicle lanes

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

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 separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

I support these exciting changes, with a few tweaks. Safer cycling along this stunning route will be a great community asset for Wellington.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

I'm concerned that the number of parking spaces is increasing, and parking time limits are not being reduced. Carpark supply induces traffic demand, and is poor use of extremely valuable real estate in this area. I would prefer parallel parking because it takes up less road width and is safer for bicycles on the road. Restrict parking times to 2 hours to ensure car park turn-over and to prevent people using it as a free 'near town' parking spot. Charge for parking. The route is popular for road cyclists who may travel more quickly than many users, so will prefer to use the road. Their use of this should be legitimised by sharrow markings. Reduce the speed limit to 30kph. Widen the cycleway to 3.5m to allow safe passing

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
carol toner	Mount Victoria	Not answered	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
Not answered

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris	Roseneath	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

Separation of cyclists and pedestrians in the space is a great outcome, as well as providing a safe space for cyclists that does not track behind angled parking in the road space.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

This is a destination for Wellington, any improvements that reduce vehicle throughput and encourage more people to use the space for social and recreational activities is a good outcome for the city and its people.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris McCashin	Berhampore	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
No

Comments:

Yes - please see my uploaded submission

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
No

Comments:

See submission

Network importance

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

Comments:

See submission

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

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

Questioning the Need for Oriental Parade Cycleway

Issues Paper 2016

Page 2

Peak Hour Cycle Volume – 200 – This is in comparison to peak hour pedestrians of 300. Has there been a study/focus group of experienced cyclists to ask them if they believe there is a requirement for a separated cycleway. The 200 people is a minority in comparison to pedestrians and the volume of cars 17,500 through the day. Why is it that we are focusing on a cycleway when there are traffic congestion problems/public transport requirements to sort for the majority of users of the area, however WCC seem set on driving this cycleway through.

46 Recorded Crashes – Only 9 per year from 2006-2015

Of those 46 crashes, 19 were injury crashes

12 crashes out of 19 were injury, which equates to only two crashes per year. This seems very minor for a hobby that involves risk. No matter what safeguards are put in place, cycling comes with risk. You can't eliminate the risk with everything you do. Also when breaking it down – see the following chart

Number of Cyclists	Number of Bike Trips	Percentage of Crashes
200 per hour (twice per day) peak – Days per year – 320 (rounded down)	Estimate 64,000 bike rides Only looking at peak times, twice daily	2 accidents per year involving injury. % of accidents in relation to bicycle trips – 0.003125% <u>This seems awfully low to justify a new cycleway for safety</u>

Page 3

WCC Policy November 2008 states that the aim is to make cycling safer and more convenient. At the numbers above I query whether this section needs to be completed at all. It isn't even a percent in relation to accidents and commutes.

Page 4

1.3.1 Project Objectives

The key matters of this study are biased towards cycling. WCC are identified the following.

Improve the level of service for people on bikes

The following objectives of this section go on to say

Improve or maintain the level of service for people using buses

Maintain or improve the level of service for pedestrians

Maintain an acceptable level of general traffic movements

Minimise impacts to on-street parking supply if feasible

The project objectives are clearly flawed, only one of the objectives aims to “improve” the level of service for a certain group of people, in this case being cyclists. The agenda is clearly being targeted to help this group. Pushing a project through like this, when the objective is for safety, whereby the stats in the earlier section clearly show that crashes are at a minimum is not in the best interest of the wider community.

All of the objectives state that services only need to be maintained for the other user groups. This is clearly sacrificing these transport modes in favour to push for a cyclists agenda. There appears to be biased from the start – can WCC confirm why none of the other stakeholders require an improvement in these services? The agenda should first and foremost be, to improve all levels of service. And when there need to be sacrifices, they need to look at the major issues first. I suggest congestion is an issue, and reliable and efficient public transport needs to be looked at first. The stats on the previous page “do not” justify the need for a cycleway if the objective is to make cycling safer and more convenient. The accident data does not justify this.

Page 5

2.1 This section directly contradicts the perceived demand for the Oriental Parade cycleway. The section outlines the exposed weather conditions along the waterfront as a reason why cycling isn’t being done. If this is a reason for not cycling, then surely public transport is higher priority than cycling in this section of the project. I also don’t understand the link between the figure suggesting further improvements in cycle facilities have the potential to result in a higher uptake of cyclists. Surely first and foremost – you need to know cycleways will increase higher uptake from the eastern areas.

2.3 I question term “Cycle Tourism” in Wellington – we have mountain biking but cycle tourism is not promoted. And it shouldn’t be because the weather and terrain of Wellington are not conducive to it as a cycling area.

2.5 Wellington is losing open/green space, however in this instance are happy to remove pohutukawa trees at 100,000 per tree. Ten trees, this is already \$1 million dollars before work has even begun. I suggest the costings are

5 People Riding Bikes

The survey was completed in March 2016, during the best weather conditions of the year. During 7am and 9am. This backs up my numbers earlier in my submission. Accidents in relation to trips/potential trips does not really stack up. I also think this is bias to only take a count during a summer month. Prior to anything being pushed through, I would suggest a 30 day period in bad weather monitors the amount of cyclists using the area.

5.3 Cycling LoS

Again, this is a bias leaning study. There needs to be comparisons done between pedestrians, public transport users, car users and cyclists. Any study will easily show that there is a need for infrastructure for all of these stakeholders. WCC seem to be focusing on cyclists only?

Sections 6 & 7

As alluded to above, there are changes proposed to bus routes. No part of this study looks at vehicle users and public transport users and if they are getting a satisfactory level of service. All of this information is looking to build a case to push cycleways through when there is little demand.

7.3 Notes that future demand will remain for vehicle users. Many drivers will continue to use the Oriental Parade route. Herein lies an issue, the eastern suburbs are predicted to grow, yet no initiatives are proposed yet for Basin Reserve. Surely it is more important to cater for the growing traffic rather than and I quote page 5 of study “improvements have the potential to result in a higher uptake from the eastern area”.

Fact – Vehicle use will increase in comparison to having the **potential for further cyclists** using the facilities. A stakeholder group(s) are being sacrificed to drive this initiative through

8 On Street Parking

The parking utilisation surveys show on the weekend that these parks nearly run at 100% utilisation. These parks are needed – a removal of parks will impact on people travelling to Oriental Parade as a destination, and could also impact business. Have there been any measurements done associated with the number of bikes that are parked in Oriental Bay over the weekend? I doubt this. Oriental Parade is a tourist/family destination. This is the largest stakeholder group who use the area on the weekend, **not the cyclists**. Again, we appear to be sacrificing the majority for a minority in the cyclists. You also need to ask if cyclists think there is a need for this project?

The study seems to focus on the “potential” for more cyclists rather than existing cyclists, who I guarantee would say they are comfortable with the current status quo. If it ain’t broke don’t fix it?

9 Road Safety

12 crashes involved bikes from 2006-2015

This appears to be a minor number as alluded to earlier in my submission. Looking at this some more, the proportion of crashes is minor.

Metrics

365 days a year

Based on the number of cycling trips as recorded by WCC

308 cyclists entering and 41 exiting CBD cordon over two-hour period. Est. 350 cyclists in morning. If you use the same numbers for after work. That is 700 cycle trips per day.

Breaking it down further – suggest there is 260 cycling days per year based on 5 day work weeks.

Also accounting for weather conditions we will say there are 180 cycling days per year.

180 cycling days x 700 cycle trips per day = 126,000 cycle trips per year

Over a nine year period that equates to **1,134,000 cycling trips**. Excluding taking into account the lunch time period. There were 12 crashes over this period that involved cyclists.

12/1,134,000 = 0.001% of crashes in relation to the number of cycling trips over the nine year period – Is this number really a cause for concern? You can’t eliminate all risk.

In Summary

I have a real issue with the need for a cycleway in this area based on the numbers in the reports completed by WCC. The investment in cycleways aims to make cycling “safer and more convenient”. The numbers above suggest biking is hardly a hazard based on crashes in relation to cycling numbers. The eastern suburbs are projected to grow with development out that way, suggest public

transport and the already congested roads are sorted prior to putting more pressure on roads with the narrowing of an important route along the waterfront and without a reliable public transport system in place. A three pronged approach needs to be taken rather than prioritising cycling over other modes of transport. As noted earlier in my submission whereby the study is biased towards cycling rather than the other stakeholder groups. There is no need for a cycleway due to

- Proportion of crashes in relation to cycling trips from that side of town using Oriental Bay
- The study says there is only the potential to increase the uptake in cyclists from the eastern suburbs. There is no facts around actual demand for this service. Have cyclists been asked?
- Growth in the eastern suburbs will put added pressure on public transport and people using cars. All of these need to be catered for rather improving cycleways at the expense of maintaining the status quo for the other modes of transport

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris R	Hataitai	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:

**Relocating the toilets to beach side of oriental would reduce people using cross walk and slowing traffic.
Otherwise build an underpasssgae / tunnel**

Oriental Bay consultation
Submission

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

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Excellent idea. Keeps bikes away from cars and pedestrians.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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:
This is a key cycling location as evinced by the numbers of cyclists using this before and after work and on weekends. Provision of a safe cycling route will further encourage people to use bikes and abandon cars.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:
Not answered

Oriental Bay consultation
Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chrissie Murray	Northland	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Christine Groves	South Gate	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
No

Comments:

This is another complete waste of my rates - do not do it - it is fine how it uis.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

No

Comments:

Waste of time and money

Network importance

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

Not important

Comments:

just dont do it - its not that hard

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Leave it alone

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 separated bike path and footpath, and the associated changes on Oriental Parade?

Not answered

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

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)

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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 tahirangi (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 shallow 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 operative 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:
Claire	Newtown	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Colin Keating	Wellington Central	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

The proposal, overall, is positive but insufficient on three grounds. Firstly, It reduces danger to pedestrians in only a short section. The danger is actually greater beyond the pool. Although the shared path beyond the pool is somewhat wider, cyclist behaviour in that area is far too often much more risky. The proposal should only proceed if it is extended beyond the pool to the point where the existing cycle lane commences. Secondly, the proposal fails to identify credible policies for effective enforcement. Without strong language relating to enforcement the Council will be faced with persistent non compliance. Thirdly, the proposal fails to address the issue of the so called rental "crocodiles" carrying multiple persons and often pedalling at dangerous speeds threatening walkers. The proposal must specifically require such vehicles travel in the cycle lane and again devote resources to enforcement.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

This is important to help reduce a serious dander that currently exists.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Cyclist One	Other	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

No

Comments:

The design is unsafe for cyclists as there is no room to swerve around people, including children stepping from cars and standing in the cycle lane. The kerbs prevent faster cycles from passing small children on bikes and families. Road cyclists will remain on the road so the road needs to be wide enough to do that.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

No

Comments:

It looks to me like a very popular bus stop.

Network importance

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

Moderately important

Comments:

I think the area is just fine. It is slow and busy on summer days. Road cyclists can use the road and ride early or late to avoid peak times.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

A simple keep left rule for walkers, runners, cyclists would make things better. It would only take some painted arrows on the current shared path.

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 separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

I support the seperate cycle path and footpath changes. I don't think the bus stop should be removed, as we should be encouraging more public transport use around oriental bay. Surely we can do with a couple less car parking spaces

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

No

Comments:

As above, instead remove car spaces and offset with more frequent buses and better cycle and scooter parking

Network importance

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

Very important

Comments:

It is dangerous and frustrating cycling around this area at the moment

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Daniel	Other	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

Reduce speeds to 30kph and remove the median strip. With the removal of the median strip, increase the cycle lane width.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

No

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 Coutts Street?

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 separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

The cycleway does seem relatively narrow; however it supports grade separation. Possibly the median strip could be further narrowed, with the space thus freed up reallocated to the cycleway. Having said that, I would like for the cycleway to be mandatory for all cyclists to use; i.e. cyclists should not be able to optionally use the road. If this change is about safety then the safety of all users is best served by pedestrians using the footpath; cyclists the cycleway & drivers the road.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

No

Comments:

No opinion

Network importance

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

Moderately important

Comments:

The aim of this project should be about improving safety & access for all users, not just cyclists.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Oriental Parade is Wellington's Riviera. On sunny days it crawls with people. Council needs to ensure the interests and safety of all users on such days. Policing of speeding & inconsiderate cyclists is necessary.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David	Not answered	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes, but with changes

Comments:

This plan is a considerable improvement on the earlier proposals. As residents of this area of Oriental Bay we still have some concerns. Quite a number of us live in older properties that have garages built when the alignment of the road was quite different to the current or proposed alignments. with narrowed lanes and median strip it will be very difficult for us to access our garage safely and cause increased inconvenience to other road users. We believe the current split crossing near the RPNYC is a great example of a safe crossing, and that the proposed change will make this crossing much less safe for the large number of people who use it.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

I don't observe this bus stop being much used. It is more useful as a billboard for Adshel than as a bus stop.

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 Coutts Street?

Comments:

Where do the crocodile bikes fit into these changes? The bike path doesn't seem to be wide enough to accommodate them safely. Will they still use the pedestrian path? - and if they do will this not encourage other cyclists to go on using it also? Some people I have spoken to are concerned about where skateboards fit in this proposal. Presumably still on the footpath - can this be clarified please.

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 separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

I am a regular cycle commuter, and I use Oriental Bay as part of my daily commute most days (from Hataitai), either going into the city or going home or both. I think that the current shared path is unsuitable for commuters, and potentially hazardous for all pedestrians. The proposal in general makes a lot of sense, although I would like to see the width of the cycle lane increased to meet the Christchurch Cycle Design Group's recommendations (between 3-3.5m width). I would also like the Council to review the parking policy in that area, particularly pricing for long term parks.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

Seems like a pragmatic solution.

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David Stevens	Khandallah	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
In such a busy area it is very important that the pedestrian areas and cycle lanes are separated, which this proposal achieves, as well as the retention of existing park park spaces and all the trees..

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Derek Plimmer	Te Aro	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Don MacKay	Oriental Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

Separate lanes for cyclists and pedestrians are the only way of ensuring pedestrian safety and security. The cycle lane will need to have a speed restriction, actually enforced by the Council, to avoid pedestrian casualties. This needs to be part of a bigger plan to manage cyclist/pedestrian interaction in Oriental Bay, including the so-called shared areas, where cyclists interact recklessly with pedestrians and the Council takes no action to enforce even the weak rules it has set.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Note my comments above

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dr Paul Glover	Roseneath	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

This is a vital cycling route and currently a high injury area, putting people off commuting by bike. Thus adding to congestion. The current narrow and poorly demarcated lane will be slow and a hazard to cycling and pedestrians. Especially in darker commute times. Many people are still going to cycle on the road and although of course legal will cause annoyance. Easy to annoy people in cars!

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

Dr Paul Glover

Network importance

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

Very important

Comments:

Currently the proposed solutions are too limited and hazardous

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
E Crayford	Te Aro	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

No

Comments:

The paths are fine as they are. Mixed users seem to be totally able to allow for each other. Is gives us some choices - for instance walking in shade or sun depending on the weather.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

No

Comments:

i don't see what the problems is. Surely an opportunity to reduce the rates as Justin and the team are trying to do.

Network importance

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

Not important

Comments:

Unnecessary! Wouldn't be an imrovement for anyone. Great opportunity to reduce budget.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

I use this stretch of roadway many times a week - mostly as a pedestrian and sometimes driving, and I have biked it often over the years. I have never seen a situation where it has been too congested.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ed	Wellington Central	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Emory Fierlinger	Kelburn	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Erica	Mount Cook	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

I completely support the proposed changes. I think it is the best solution that keeps the needs of different users in mind.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

I tried biking along this section of the road on a sunny day after work recently and it was so difficult and dangerous with all the pedestrians, children, tourists and runners trying to use the same space.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

Oriental Bay consultation
Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Erik Behrens	Strathmore Park	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:

Not answered

**Oriental Bay consultation
Submission**

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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 separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:

Not answered

Oriental Bay consultation
Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Flavia	Island Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

I feel unsafe sharing the footpath with bikes, specially when with my kids

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

When the weather is bad is not rain or wind that put me off riding is the lack of separated cycle lanes

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Please remove the median strip and reduce the speed of the cars. This a are for walking cycle enjoy our beautiful city

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 separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

I fully support this proposal which will encourage safe cycling and reduce conflict between road and path users.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

I support comments made by others that 2.5m seems narrow for a shared path, and would support any way to increase this to make it more likely that all cyclists will use it. The cycle path MUST be painted a different colour to reduce risk of pedestrians walking out into it from their cars without looking.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Gabrielle	Miramar	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
No

Comments:

I'm against this until we address the issue of commuter cyclists on the road. It's currently very hard to move around Oriental Parade and the bays when cyclists on the road. I don't think narrowing the road will improve this situation and I'm sure commuter cyclists won't choose to use the cycle lanes alongside recreational users. Unless we have some legislation to force cyclists to use cycle lanes if available then this is doomed to failure

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

**Oriental Bay consultation
Submission**

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Gaenor Gibbs-Harris	Oriental Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

There's no actual need for a flush median so I would remove it all together. Also losing angle parks to parallel parks or changing the time would be so detrimental to the parking in the area.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

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 separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

This proposed roading change is so anti-cyclist it's not funny. Pandering to the residents of Oriental Parade need for on-street parking for their visiting friends and relatives is ridiculous. It's a road, for transporting people; quite why so much of it is allocated for car storage is unfortunate. People can park further away (or take a bus or bike) instead - the council also provides 74 off-street car parks by the pool - can't they be used? I can't believe that this proposal is actually increasing the number of on street carparks - is it the year 1960? The 2-way bike path is far too narrow - it should be at least 4m, rather than the 2.5m proposed. The diagonal parking must all be removed, and as a compromise replaced with parallel parking for those residents friends and family. Diagonal on-street parking takes up far too much road space, that should be better allocated for transporting cyclists - if the diagonal parking is removed, then there starts to be enough room for a wider 4.5m 2-way bike path. Additionally the median strip should be removed; this will give the appearance of a narrower road and slow traffic so to avoid incidents with pedestrians in this area - the removed median strip (why is it even there?) will clear more roadspace for the now 4.5m 2-way cycle path.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

An integrated cycle network will ensure a greater uptake of cyclists in the city. We'll have healthier citizens who start cycling regularly, and ironically less congested roads. Don't worry about the urban myth that you can only cycle in Wellington in fine weather; as someone who cycles daily in our slightly hilly terrain I can tell you it's entirely feasible, and even in wet, windy weather it feels better to be out in the elements.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Widen the 2-way cycle way to 4.5 metres. Remove the diagonal parking off the road, and use the road and new cycleway for transporting people. Remove the median; again to free up roadspace for the cyclists. I do think the cycleway is in the right place between the footpath/trees and (parallel) parked cars, it just needs widening by 2 metres. It then needs to carry on with same consistent model all the way around Oriental Parade...even if that means some people have to walk further to visit their friends and family. Perhaps even having a bikeshare facility at the city end would assist in avoiding the perceived parking shortage.

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 separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

The cycleway does not seem to be wide enough to accommodate two-way traffic. It also needs to be made clear that bikes cannot share the pedestrian space. At present too many speeding cyclists ride in among pedestrians.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 trend to more cycling will continue, and in fact there will be a sharp increase in e biking, so it's good to plan for that growth now.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

I'll be interested to see what proposal there is for past the Freyberg pool because the path narrows down considerable towards Point Jerningham.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Grace Bird	Breaker Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
No

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 Coutts Street?

Comments:
Not answered

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 separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Grant Petherick	Miramar	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

I'd like separate cycle path to allow my children to ride all way from Eastern Suburbs. Is too narrow and dangerous at current width. Remove or get rid of median strip and widen cycle path please. Lets build this right first time for future generations to enjoy cycling. Time for Mayors captain call overriding current design like he did in Island Bay.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

Connectivity, safer for all users and future proofing for our childrens children

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Guy Dubuis	Newlands	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

I propose the painted median strip should be narrowed even more, or even removed. This would allow more space for the two way bike lane

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

Freiberg is really close

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 Coutts Street?

Comments:

It is really important to keep the 10h limit on parking near RPNYC, as sailing often take the whole day.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Hamish Gordon	Northland	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

NA

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

no

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 Coutts Street?

Comments:

I think the pedestrian crossing should be left as is with the island in the middle to maintain traffic flow. A crossing with an island means that traffic flows better, whereas a straight across crossing would mean traffic would legally have to stop in both directions when someone is on the crossing

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 separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:
Bike path not wide enough. Why is a median strip needed?

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
Yes

Comments:
Hopefully the remaining stops will be enough.

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 Coutts Street?

Comments:
I think the median strip needs to be removed in favour of more space for separated, active transport

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Hayden	Other	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
No

Comments:

Few people cycle, money could be spent on better things than a minority proposition.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

No

Comments:

Based on my previous answer it wouldn't be necessary

Network importance

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

Not important

Comments:

It's a minority pursuit

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

It works well how it is currently. If anything it would be better for cyclists to use the road network.

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

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes, but with changes

Comments:

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.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

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:
Helen Strauss	Wadestown	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

Seems like a good solution so long as the reduced traffic lane width is adequate.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

I suspect the use of this bustio is small. Other stops nearby seem quite close.

Network importance

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

Moderately important

Comments:

For me there are other priorities such as infrastructure review which are more important. However if the changes suggested are a small financial outlay and safety is improved I support this.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

I' m pleased that the new plan does not compromise the number of parking spaces. While the cycle Libby is vocal , many elderly people and children are brought to Oriental bay by car and I would not like to see this wonderful opportunity for everyone to access the bay lessened.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Henry Peach	Mornington	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
Not sure why you increase car parks when presumably we're trying to encourage less single occupant car traffic

**Oriental Bay consultation
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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 separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

Huge improvement over the first proposals. The separate bike and pedestrian lanes are absolutely necessary. Width for a two-way bike lane seems to be quite narrow. Any way to make this wider?

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

I don't really care about this

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Hugh	Newlands	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
ian burns	Roseneath	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Agree in summer months difficult for all users, dogs on extended leads also a hazards for bikers particularly at dusk

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

Freyberg and Waitangi more than adequate

Network importance

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

Very important

Comments:

Both from a commuting and recreational perspective.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ione Johnson	Karori	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
The bike lane needs to be wider if it's two way

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
J. Eng	Mount Victoria	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes, but with changes

Comments:

In my view the proposed cycle path/lane will be too narrow. I favour parallel parks (instead of angle parks) and increased space for both cyclists and pedestrians.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jack	Johnsonville	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Needs CLEAR signage to indicate that pedestrians should not be on the bike path.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jackie	Khandallah	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Would prefer keeping pedestrians and cyclists separate for safety reasons

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

I used to cycle on the road often when triathlon training and had the odd close call, in terms of a car nearly making contact with me when sharing the road with cars due to drivers not paying attention or being cycle aware. Now I have young children, I'd like to feel that I can cycle safely, where I do not feel that I am putting my life in the hands of drivers, in terms of whether they are paying attention to cyclists or not!

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jacob	Other	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Great idea. Great to see, WCC

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

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 separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

I strongly support the bike lanes and promotion of active travel. I don't think a 2m median strip is justified - this only encourages lazy driving and unnecessary overtaking.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

This is a key route for visitors to Wellington to enjoy and will help residents access the city by bike.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

I encourage further reduction in priority for cars including parking.

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 separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

The project will improve both cycling and walking through this area. It will improve both safety and comfort. We wish the proposal went a bit further in terms of space allocated to cycling.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

This is part of the city's most iconic waterfront boulevard, and at the same time a key route for people biking both for recreation (fast and slow) and to get between the CBD and the Eastern suburbs.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

The two way path in the proposal is a bit narrow at 2.5m for such a busy route (Christchurch's Cycle Design Guidelines recommend 3.5m, with a minimum of 3m). And for what, to keep both angle parking and a median strip? Which doesn't seem all that bold. The parking in question mostly has a TEN HOUR limit. On the city's premier waterfront boulevard. Why not just use better time limits and pricing with parallel parking, so it's available for some better purpose than commuter parking. And the median? It makes it easier to get cars into and out of garages, but demands a lot of very expensive public space to do so. We're super pleased the proposed bike path is separated from the walking path at last. It just seems a pity to have a solution that is compromised by the needs of cars rather than people.

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 separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

I think the changes represent a reasonable compromise. I get anxious about cycling on the road in Wellington, so opportunities to cycle with separate cycleways are a really exciting prospect.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
James Roberts	Roseneath	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

No

Comments:

The proposed change narrows the road. This road is a very high use road, especially in summer, with a lot of slow-moving traffic as the traffic is stopped at uncontrolled pedestrian crossings and as a result of drivers slowly looking for parking spaces or slowly driving because parked cars are liable to reverse back into the flow at any moment. The width of the lane counteracts this reality to some extent - slow moving cars looking for spaces can "pull over" a bit to the left, allowing straight through vehicles to continue at pace down the street. Equally, and probably more relevant to safety, cars reversing out from the angled parks can start to pull into the lane (so they can actually see if traffic is oncoming) without causing a sudden need to stop for the next vehicle in the flow. The current lane size allows a reversing car to pull out a metre or so, then be able to see the oncoming traffic flow, without causing a sudden and immediate obstruction to the flow of vehicles in the lane. With the proposed narrowing of lane, this reversing safety buffer for angle parked cars will disappear, making the road less safe. Given the volume of cars moving through and parking/reversing into and out of spaces (especiall in summer) this will not only be dangerous but will also almost certainly slow down an already very slow pace through Oriental Bay.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

Yes this is a widely used route, especially in summer, but there already exists a physical 2-way off the road: the wide path seaside, and the thinner path roadside. In order to stop making the road more dangerous (as explained above), why not just make the road -side pathway for bikes only?

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jan	Te Aro	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

Wonderful proposal to separate the various modes of transportation and cater to the needs of all users. It's great to see the feedback being taken into consideration to put the best proposal forward! My concern is not with the design, but that this is a relatively short stretch of the road ʘóŕé¼ŕç¥ŕI would love to see this arrangement continue east along Oriental Parade. If not, the cycle treatments are very inconsistent here, changing from on-road lanes, to a separate path, to a shared path, and back to on-road. It's gets complicated for all users when it's not consistent.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

I'm curious to know how cyclists travelling west along the path will be able to continue west along Oriental Parade when the path ends. It appears that there are provisions for cyclists entering the path this way, but not exiting.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jane Szentivanyi	Mount Victoria	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jason	Oriental Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
No

Comments:

There are two main problems with the proposed change. (1) the narrowing of the road will make it more dangerous for cyclists that keep to the road. Cyclists will be more at risk by parallel-parked cars reversing out (any evasive action will more likely put the cyclist in the path of a following vehicle); and (2) the narrower road will make it harder for cars to pass cyclists on the road, making cyclists more vulnerable to passing cars or slowing down traffic, and impatient drivers might be more willing to cross the centre line to overtake cyclists.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

It's important, but the proposed change doesn't support cycle safety (for those cyclists that will stick to the road, given the proposed cycle path is so short.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

The proposed change might be workable if the trees were removed and the width of road left as is.

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

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jeremy Rose	Melrose	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
For me it's all about have an integrated, separated bike path network that will get kids back on bikes.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
jill ford	Newtown	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes, but with changes

Comments:

Need for a cycle way to extend all the way along Oriental parade, as this will make it safer and easier for everyone, walkers, cyclists when it is clear who goes where. If you have walking on seaward side then why do you also need it on road side, surely people can get out of their cars and cross to walking section. Currently parking is for 10 hours which is ridiculous, there are lots of proper car parks in teh city. This is a recreational area used by many thousands of residents NOT just the wealthy ones who live in the area. The faster cyclists will want to go on the road but current angle parking on Oriental bay makes this dangerous. This is a main route into the city and should be prioritised for transport not parking. It could be a really good cycleway

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

There are other bus stops nearby.

Network importance

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

Very important

Comments:

We have increasing congestion in Wgtn, we have climate change. We cannot go on as we have done for the last 50 years with more and more cars. We HAVE to reduce congestion and carbon emissions. Need to actively discourage private vehicles for commuting, eg less parking, better faster routes for buses and cycling. Then more people will use these modes of tarsnport as has happened in numerous other countries around the world.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jo	Mount Victoria	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

Having the footpath and shared cycle path beside each other will lead to accidents as it is well shown that pedestrians do not keep to the footpath. They should be encouraged to move to the shared footpath. Also I am concerned if this will lead to any lose of the trees or shade as I run along Oriental Bay and the footpath beside the traffic means I can get shade.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

Please think of runners who are also a high user of this shared pathway

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jo Mackay	Aro Valley	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

Great to separate bikes from pedestrians here. But this is a busy area for bikes and the lane is too narrow, build it wider, at least 3.5m. Then it will last longer without you having to upgrade it. Also where will the quad tourist bikes go? They can't fit on this 2-way cycleway.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Not answered

Comments:

I have no opinion on this

Network importance

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

Very important

Comments:

This area is a pain to cycle through at the moment, the proposal is a good one

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Make sure the signage is really clear for getting on and off this portion of cycleway, and make sure the signage is really clear for people who go between the cars and the footpath. People will need to learn to look out for bikes. Bikes will have nowhere to go if a pedestrian walks out into front of them.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Joel Miller	Thorndon	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

My name is Joel, and I live in Thorndon. I have recently started cycling as my main form of transport, but I am concerned about the lack of safe and comfortable cycling infrastructure. I believe this is preventing many others from making the decision to cycle for transport. Whenever I use Oriental Parade to cycle out to the eastern suburbs at busy times, there are just too many people on the current shared path to make this a safe and comfortable experience. I fully support the creation of a two-way separated bike path along this stretch of Oriental Parade, and hope it's eventually integrated into a continuous route between the city centre and Kilburnie, and into Miramar and Strathmore. The proposed 2.5m width is certainly too narrow for a two-way path on a popular route. In Christchurch, the recommended width is 3.5m. Even a width of 3m would make a huge difference over 2.5m, and would be easily achievable by narrowing the median strip to 1.5m. I also want question the sense in having free 10 hour parking along this stretch. No wonder people are complaining about a lack of parking, no-one has an incentive to use the current parking efficiently!

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

No

Comments:

I don't know much about the issues here, but in general bus stops should be located at convenient spots.

Network importance

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

Very important

Comments:

Cycling numbers in Wellington won't improve until there is a connected network of safe cycle paths.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
John	Tawa	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
No

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
John Dickie	Roseneath	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

There needs to be a reasonable speed limit for cyclists using this path. This area is used by many people with young children who will need to cross the cycleway from their cars. There is no speed limit for cyclists at the moment and some ride dangerously fast near pedestrians.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

There are two bus stops nearby.

Network importance

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

Very important

Comments:

Cycling traffic needs to be separated from pedestrians using the footpath.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

Oriental Bay consultation
Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
John G	Oriental Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
No

Comments:

I think cycleways are for the minority' s it a complete waste of money.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
No

Comments:

No

Network importance

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

Comments:

I think public transport is more important as very few would cycle to work

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Removing a bustop that people use to make way for cycleways that only few would use makes no sense

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Johnnywhitewater	Khandallah	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

Widen the bike path by removing the pedestrian footpath between the car parks and the cycle lane; there is no need for additional pedestrian space. The cycle lane is too narrow and therefore dangerous to accommodate two way cycling. If they think it is too dangerous they will use the road which is wider and arguably safer. What space will the casual hire bikes use? If they share the space with the commuter cyclists this will lead to a conflict if there is not enough space for safer overtaking. If not safe cyclists will use the road. Reduce the speed to 30 kph which is the safe speed through this area.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 system needs to be predictable and understandable to cyclists and other users. If the bike paths are substandard in design they won't be used.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Remove the parallel parking and replace with kerbside parking. To create more space. Increasing the number of parks induces vehicles to enter the area which is not what the council should be doing.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jon D	Hataitai	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

Investment in safe, active transport options should be commended. The current road design puts cyclists at risk on the road due to angled car parks and cars reversing into their path. Additionally, having cyclists sharing the pavement creates unnecessary conflict with pedestrians. The uptake of the current design may be reduced by 'road cyclists' as the lane width does not allow riding 2 abreast in both directions. As a regular pedestrian/cyclist/driver, a defined space will probably not make much difference to traffic flow, however will enable less active and less confident members of society to improve their health.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

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 separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

The cycle path is a little narrow to support both fast and slow two way traffic. Also, there needs to be a clear delineation of the cycle way. Preferably with grade separation, so walkers/kids/dogs keep off it.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

Not required if nearby stops meet the need

Network importance

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

Very important

Comments:

The city has next to no dedicated cycle infrastructure. It is a miracle that anyone cycles given the narrow roads and poor driving behaviour

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Consider dropping the angle parking. As fast cyclists will continue to use the road, angle parking (on a reduced width road) will remain treacherous as it is currently

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jonathan Bhana-Thomson, NZ Heavy Haulage Association	Not answered	NZ Heavy Haulage Association	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Not answered

Comments:

Overall The Association normally seeks lanes pavement widths that are at least 3.5 in width. In general it appears that the lanes widths will be 3.3m. In this instance where there is a painted median only then trailers with wider footprints will still be able to travel through this area, but we would still prefer that the painted median is narrowed to allow a consistent 3.5m (it would fit in with the design of the proposed Evans Bay Parade cycle lane changes south of Point Jerningham). At the pinch points of the pedestrian crossings, if 3.5m in pavement width between the islands and the roadside kerbs is achieved then this would be suitable. **Pedestrian Crossing (106 Oriental, Ex-Vista Caf 卜あー)** At present, wide loads can travel through on the sea-ward side of the road, and this option must be preserved in the final design. This would mean that: - Any light poles or signage must be located at least 7m away from the sea-ward edge of the islands in the centre of the road - Any signage on the centre islands must be removable and in sockets with wedges to secure them - Any hand rails must be less than 1.0m in height or made to be removeable in sockets - In case there are camper vans or other higher vehicles parked overnight in the parking spots close to the crossing, then the islands in the centre of the road must be fully-mountable (less than 100mm high) so that transporters can fully drive over them. See the Association's road design specification, section 3.2 (attached) for details of a mountable kerb. **Pedestrian Crossing (outside Freyberg Pool)** At present, wide loads can travel through on the sea-ward side of the road, and this option must be preserved in the final design. This would mean that: - Any light poles or signage must be located at least 7m away from the sea-ward edge of the islands in the centre of the road - Any signage on the centre islands must be removable and in sockets with wedges to secure them - Any hand rails must be less than 1.0m in height or made to be removeable in sockets - In case there are camper vans or other higher vehicles parked overnight in the parking spots close to the crossing, then the islands in the centre of the road must be fully-mountable (less than 100mm high) so that transporters can fully drive over them. See the Association's road design specification, section 3.2 (attached) for details of a mountable kerb. We welcome further discussion about any detailed aspects of these design requirements.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

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 separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

This is not only part of my commute, but how my son gets to day care. Making this route safe and efficient is very important to me.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Josh	Other	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

Josh

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

As long as frequency of service is retained at nearby stops that should not be an issue.

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 important connection for people from around the point, and for some people from Mt Vic / Haitaitai.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

I think that the cycle lane should be protected from the footpaths on both sides of it by raised curbs, to indicate clearly to pedestrians and cyclists alike that they need to watch for people entering it. It should also be painted along its length. There should be several pedestrian crossings going over it so that pedestrians do not just wander in anywhere and have cyclists ride into them. There should be ample signage to remind cyclists to go slow. The flush median should be reduced and the parking should be parallel to enable the cycle lane to be wider. It is too narrow in the current design, especially if intended to be two-way. Overall I think this is a compromise option that won't please anyone.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Josh	Hataitai	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

This appears to be a well designed plan that works for everyone and will make the space more user friendly for cyclist's as well as pedestrians. The median strio between the two lanes aooears to be very wide at 2 metres?

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Great plan!!!

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Joy Durrant	Oriental Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Not answered

Comments:

Proposed Changes It is acknowledged that changes have been made since the prior proposal was put forward for consultation. The amended proposed changes represent positive changes, in the main. It is noted the narrowing of traffic lanes from 4-4.2m to 3.3m, together with the median strip from 2.2m to 2m. Whilst this may create some congestion challenges when vehicles are waiting on the median strip to turn into their properties, and large vehicles are passing, it is acknowledged as a sensible compromise solution. The redesign of the pedestrian crossing near the Yacht Club also seems to make sense.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

No

Comments:

Removal of Bus Stop near Herd Street This is strongly opposed. There is mention made in Council's proposal that there are outbound bus stops nearby at Waitangi Park and Freyberg Pool. These latter two bus stops are hardly nearby to the Herd Street bus stop. The distance between the two of them is probably some 1200m, although I am not an engineer and have not measured this. The removal of this bus stop may seem superfluous when one lives opposite the Freyberg Pool, but not otherwise. Whilst a walk from the pool to my property for example, on a fine clear day is perfectly acceptable, on a day laden down with things, and in poor weather, this long walk in those circumstances is a strong disservice to residents. Council's proposal also indicates the bus stop would be removed on the advice of Greater Wellington Regional Council. I put forward that this advice is short-sighted and does little to serve the Oriental Bay community and further comment in this regard is made below.

Resident Profile As I am sure you are aware, the average age in Oriental Bay is likely to be in the order of 70-75 years. As we age, sad but true, in most instances we lose some degree of mobility. Whether this is from hip or knee replacements; arthritis; stroke and/or heart problems; failing eye-sight and so on, or from a general loss of mobility and therefore confidence in navigating large spaces and/or traffic to enjoy life and go about our day to day activities, these are the challenges of aging. Within my own Rotary Club for example, we have members suffering from cancer; Parkinson's disease; early on-set Alzheimer's and heart problems. We personally may be fortunate not to suffer from these problems, however I am sure we all know persons who do. As such, it is imperative that public amenities support our ability to be out and about in our community.

Usefulness of the Bus Stop The bus stop proposed for removal is well used and loved by many. I frequently use this bus stop and invariably others are also using it, either to alight or board. In addition, there are a number of businesses in this area – Copthorne Hotel Shine Hair and Beauty Salon Lola Stays Restaurant Coene's Restaurant The Royal Port Nicholson Yacht Club Poneke Mojo The Whitebait Restaurant. These businesses all attract clients and visitors, who are looking for ease of access to their desired destination, not to mention staff working at those locations. As such the impact of removal is far greater than that affecting, say 300 residences in the immediate location. As well, not all residents of Chaffers Dock Apartments and/or Clyde Quay Wharf Apartments, desire to walk over Waitangi Park to their destination, the Herd Street bus-stop being more convenient, particularly in inclement weather. Therefore the impact of the potential removal of this bus-stop is significant.

Council stance Council's background paper states 'Oriental Bay is one of Wellington's top destinations and, as the city grows, the area will only get busier.' This statement on its own seems to

be at odds with removing a convenient bus-stop, convenient both for visitors and residents. In addition, I understand it is long standing Council practice to provide bus-stops every 200 to 400m. The removal of the Herd Street bus stop would seriously undermine this long standing practice, to the detriment of residents. Comparison to Evans Bay Parade On a drive to the Airport on Saturday 17th March, I mentally counted the time space between bus-stop in the area. At an average speed of 45-50 kilometers per hour, there is (with only one exception) a bus stop every 16 seconds, or thereabouts. In fact in the most dense area nearing the Evans Bay Marina, there are three bus-stops only some 10 seconds apart. This is in an area with significantly less density than Oriental Parade, as outlined above. Suggestion There is a space behind the Herd Street bus stop of some 2 metres, before it reaches the seaward side of the grass berm. It would be possible, as an option, to shift the bus-stop further back towards the sea, into this area, without impinging on walking persons or cyclists. This would leave both areas clear and simply require care boarding and alighting a bus in this location, as happens now. This would be a win/win for all.

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 Coutts Street?

Comments:

Background I am a long time resident of Oriental Bay (25 years) and Oriental Parade in particular (23 years). For the last 19 years I have resided at Rockhaven Apartments, 116 Oriental Parade diagonally opposite the Yacht Club. I am actively involved in the community and am a current Board member of the Royal Port Nicholson Yacht Club. I engage with and use local businesses on a frequent basis, so have a good feel for views of people in the immediate environment. I am also actively involved, and have been for many years, with the Rotary Club of Port Nicholson, having been a President of the Club and past Assistant Governor. I am also a former Chair of NZ Riding for the Disabled, and well aware that disabilities are not always evident physically. **Profile** Council may also wish to consider whether it would be useful to mark out the area of proposed changes, with cones or similar, for a short period of time, so residents have an opportunity to experience the impact of these in advance of actual changes. This would serve the same purpose as for example, profile site lines on a building site.

**Oriental Bay consultation
Submission**

120

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Judith Doyle	Oriental Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
Yes

Comments:
I'm glad you are keeping the angle parking - safer all round.

Network importance

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

Comments:
I don't think shared cycle/pedestrian works very well. I approve of separate cycle and pedestrian.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:
Not answered

**Oriental Bay consultation
Submission**

121

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Julian Kersey	Hataitai	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kara Lipski	Newtown	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
please keep pedestriasns and cyclists separate

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
Not answered

Oriental Bay consultation
Submission

123

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Karen	Khandallah	Not answered	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

It is very difficult pulling out from the Freyberg carpark sometimes - to turn right towards town. It would greatly help to have a decent place to pull in, in the middle, before merging with the town-bound lane

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kat	Hataitai	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

I am only happy with this solution due to the fact you are keeping the parking in place and adding a few extra parks too.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

NA

Network importance

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

Important

Comments:

Wellington needs more well constructed bike paths

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kate Bevin	Mount Cook	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

I think there needs to be proper grade separation between pedestrians and people on bikes along this stretch of road to ensure accessibility for all and so that people don't accidentally walk / cycle in the wrong path

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

There are bus stops close by so this is not necessarily needed. But there may be others who think otherwise.

Network importance

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

Very important

Comments:

We need to make the city accessible and safe for all modes of transport

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Please ensure there is grade / proper separation between pedestrians and cyclists along the path to ensure people are aware of where the paths are and do not accidentally enter the incorrect path

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kerrin	Other	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:
As planned it seems no better than the current situation

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
No

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 Coutts Street?

Comments:
The proposed shared bike lane is too narrow. Shared lanes are dangerous. A better solution would be to take spec from the median strip to allow separate cycle and pedestrian lanes with a physical separator

**Oriental Bay consultation
Submission**

127

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kieran Brown	Aro Valley	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
Yes

Comments:

does not impact me

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 Coutts Street?

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 separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

I bike along here on the way to work in Lower Hutt - often the conflict is with people walking. As a cyclist I can either cycle slower and around people at present or go on the road and worry about traffic backing out. This option seems a better solution for those biking but also those walking as the conflict between cyclist and walkers will reduce

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

Safer for walkers also

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

**Oriental Bay consultation
Submission**

129

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kirsten Lovelock	Mount Victoria	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

I think it is a vast improvement. My only suggestion is that there be a sign asking cyclists to slow down.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kirsty	Island Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes, but with changes

Comments:

Separate bike path is great but it seems too narrow for two way and the likely volume of traffic, and mixed ability of riders. Retaining angle parking a minus... parallel parking would mean less road space being taken and a safer option . If parking such an issue then you should change the time limits down from the current 10 hours.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

No

Comments:

Can' t see how replacing a bus stop with car parks meets any of your stated transport policies. In Island Bay you did the same thing (on advice of WRC) and look how popular that turned out to be!

Network importance

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

Very important

Comments:

Putting in place decent cycling infrastructure is critic to getting a step change . It would be nice if the council fully committed to its policy re active transport/ transport hierarchy rather than always doing the least that can be done without affecting parking . It' s 2017 not 1950.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
L	Not answered	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

No

Comments:

Please note that barely a single cyclist makes use of the shared pathway and opt to cycle on the road. Even in areas with the designated cycle lanes (not shared on the pathway) cyclists sit in the car lane or to the complete right of the cycle lane. I don't see the point in further funding something when the existing solution isn't even used.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

No

Comments:

Literally never seen a bus stop at this stop and its mostly used for parking as the bus seemingly runs off peak

Network importance

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

Not important

Comments:

As stated earlier, most of our solutions in place for cyclists are simply ignored by cyclists.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Lawrence Brooks	Northland	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:
Widening the bike lane to enable safe passing.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
Not answered

Oriental Bay consultation
Submission

133

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Leah murphy	Island Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Yes I broadly agree with the proposals. Great to have footpath seperate from the footpath. I just wonder what road riding Lycra clad folk would do ie use the seperate cycle path or stick to the road. If on the road, travelling st similar speeds to traffic, cars should be cool with it!

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

Separated cycle lanes will really help interested but concerned cyclists to get out on their bikes for recreation and transport.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

Oriental Bay consultation
Submission

134

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Lionel	Oriental Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Lorraine Phillips	Oriental Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

No

Comments:

The only thing that causes a problem at the moment is the green pedal cars, hired out by the Enormous Crocodile Company. Because of their size and their undisciplined use, when they are on the footpath between Herd St and Freyberg Pool it is a little chaotic. Solution: Have the Enormous Crocodile Company operate out of the Freyberg pool carpark, with the journeys only going east of Freyberg Pool.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Not answered

Comments:

I have not used the bus in this part of the road.

Network importance

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

Not important

Comments:

It is very important not to make these changes. The changes involve narrowing the road in both directions which will make it very dangerous for the cyclists that will continue to use the road. Example: There is a new wide cyclepath on the Hutt Road, but a significant number of cyclists continue to ride on the road. It can be expected that the same will occur in Oriental Parade.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

The proposed narrowing of the road in both directions is going to make it dangerous on several fronts. - The current wide road allows cars to safely pass cyclists on the road, and vice versa. When the traffic flow is slow, there is plenty of room for the cyclists to pass on the inside of the cars. - A narrow road will make it dangerous for people getting in and out of cars in the residents car parks. My car door opens 135cm. Currently there is adequate room to get in and out of my car while traffic flows past on the road. This will not be the case with a narrowed road. - Lots of people do a u-turn in front of the Freyberg Pool, across to where the bus stop is. A narrowed road will make this a dangerous manoeuvre. Other than this area, there is not place where cars can safely turn around.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
LP	Mount Victoria	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

Highly support bike and footpath but they need to be clearly separated with a barrier, so bikes can cycle unobstructed by pedestrians/dogs etc. Also needs to be wider. Do we need to keep angle parking?

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

There are other stops close by

Network importance

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

Very important

Comments:

Bikes need safe spaces to get around the city. Currently bikes have to either navigate cars or pedestrians (eg waterfront really does not have space for bikes at the moment, bikes basically have to go as slow as pedestrians to keep it safe)

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Lyna Marchenko	Other	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

NZ has one of the highest obesity rates in the world. Investing in cycling = investing in healthcare in a long run. Totally support this initiative. Regarding 'our streets are too narrow' - look at cities like Amsterdam , way more narrow than Welly! With a smart planning, everyone can be satisfied on their roads

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
m	Berhampore	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
M. Woodd	Island Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
No

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Malcolm Small	Oriental Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

Oriental Parade has become a de facto extension of SH1. This is evidenced by the increased use in heavy duty vehicles, taxis, governmental cars and various motorcades. Any reduction in lane width will only result in increased congestion. As the Council notes in their own communication with residents of 16 Feb "....the area will only get busier..." I would also note that the median strip is used not only by residents turning into their off street parks but also by a variety of delivery vehicles, service vehicles and rubbish/recycling vehicles. A reduction in the width will result in these vehicles being unable to be accommodated in the median strip and inevitably have the potential to block normal traffic flow.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

**Oriental Bay consultation
Submission**

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Marc	Broadmeadows	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
No

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Marine	Oriental Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
I like that the bike lane is seperated

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
No

Comments:
Some people need that bus stop to go home

Network importance

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

Comments:
I don't understand why the bus stop is a problem?

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mark Coburn	Mount Victoria	PNP Cycling Club	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes, but with changes

Comments:

Overall supportive. Fast solo, small and large groups of cyclists will still use the road. Need constant reminders to general public about this so we don't get abused. Reducing speed of road to 30 would be useful. Angle parking has been retained - we would have preferred it changed to parallel parking, to give more space and fewer reversing vehicle hazards for those still riding on the road. I'm not confident the actual cycle path is wide enough. Are speed markings going to be painted on the cycle path? Could be done on waterfront now as some cyclists are going too fast, from my observations they are not the racing community, rather general commuters. Repeat on Go By Bike morning in Feb. Review 10 hour parking time limit as it encourages commuter parking, shouldn't they be parking much further east leaving the main oriental area for quicker turnaround?

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mark Johnston	Melrose	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

Why are you retaining the huge median? If you do away with the median strip, there is more than enough space to keep the trees, and add more space for people on foot and on bikes and even retain all parking

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mary Willow	Mount Victoria	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

If the two-way cycle path would be a challenge for the cyclists it could be split into 2 narrower bike lanes one each side of the grass

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

But don't know enough to be sure of this answer

Network importance

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

Very important

Comments:

I walk Oriental Bay frequently. At least 1/3 of the cyclists go too fast, do not warn pedestrians and weave swiftly in and out. It is only a matter of time before someone gets knocked flat. That could be very serious fro a child or older person. I find myself unable to relax and enjoy looking around as I walk, having to be constantly looking out for the bikes and ready to move quickly to be safe.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Very happy you are doing something :)

**Oriental Bay consultation
Submission**

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Matt Lamont	Newlands	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
MCook	Oriental Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes, but with changes

Comments:

I agree strongly with retaining/expanding the parking. I don't agree with the separate bike and footpath. This would be great for bikers - but pedestrians will generally not maintain an awareness of a separate bike lane and tend to meander - as they should be able to. I have seen this in numerous other jurisdictions and it creates more danger than we have now - I strongly oppose it. Bottom line - when bikers are on the footpath they should behave consistent with pedestrians - and when they are on the road they should behave consistent with road users. It is better to retain the shared path and improve biker behaviour. Check out the European towns that have removed road separation and signage - I understand it have greatly improved awareness and safety.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Not answered

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 Coutts Street?

Comments:

It would go a long way to improving things if the speed limit were kept at 40 during the winter months and reduced to 30 during summer. When there is less traffic the bikers are under less pressure at 40kph - in summer when there is more traffic bikers can keep up at 30kph and there is less passing to contend with.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mei. Karori	Karori	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
No

Comments:

cyclists are minority group compared to those walking along Oriental parade. Is Council wanting to spend more taxpayers \$ on cycle lanes? Island bay has proven to be a disappointment. Even my 9 year old grandchild commented on 'the waste of \$', endangering pedestrians & confusing drivers who may be less familiar with the road.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

No

Comments:

existing stop is well suited to prevent traffic built-up from cars entering Oriental parade. Moving bus stop further up will create chaos for those looking for car parks.

Network importance

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

Not important

Comments:

As explained above

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

please leave this area as it is for everyone to enjoy their family walks.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Melanie Murray	Khandallah	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

At present having pedestrians and cyclists sharing the same path does not work. As both a walker and a cyclist, I keep to the left, be polite, ring my bikes bell to indicate to pedestrians that a bike is approaching, but still find it difficult to pass people, or manoeuvre past people, dogs, children, and other cyclists. To have a separate path for cyclists and pedestrians would make the whole spectacular experience of walking or cycling around the waterfront, much safer and enjoyable for everyone.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 not safe for users of the shared path. When cycling, I have been told to get off the footpath, so feel there is still confusion over the shared pathway. Having separate designated areas should avoid accidents, but also unpleasant interactions from ill-informed people.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Merle	Mount Victoria	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

Before cycle paths are implemented there needs to be enforceable regulations that all cyclists are required to use the cycle path and not the road

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

No

Comments:

I regularly use the bus stop

Network importance

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

Low importance

Comments:

Cycling along this section of the road is not currently an issue

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

Oriental Bay consultation
Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michael	Miramar	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michael	Johnsonville	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes, but with changes

Comments:

I don't see the need for the the second road side foot path, that bit should just be a buffer zone between parked cars and the cycle lane

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Please consider lowering the speed to 30kmh in this area, with so many pedestrians, cyclists, crossings, traffic lights etc, even 40kmh is unnecessary.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michael C	Khandallah	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
Not answered

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Submission**

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michael Faherty	Hataitai	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michael Flyger	Thorndon	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
No

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 more investment, the better - good infrastructure encourages good behaviour

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Murf	Newtown	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

If the existing seaward shared footpath becomes a pedestrian only path and the roadside footpath becomes a two way cycle way, then there is no need for another footpath beside the road. When people exit their parked cars they should immediately walk toward the pedestrian footpath and use it.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

There are bus stops at Waitangi park and the old Band rotunda

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 Coutts Street?

Comments:

Promoting pedestrian accessibility is over more value to Wellington waterfront and cbd

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Murray Hahn	Kelburn	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

The only comment is whether the 2.5 metres is wide enough for bikes to pass each other.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

I think this is a great idea. Traffic in Wellington is very impatient. While the traffic on Oriental Parade is quite slow so not too much of a problem when cycling it does provide a safe places for less confident cyclists

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Natalie Crane	Vogeltown	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Natasha Harris	Roseneath	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

I bike to work everyday through Oriental Parade so I know how congested the road can get during peak times. If I can keep off the road and avoid pedestrians, that would be perfect. I currently don't use the bike path because pedestrians get in the way.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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's important to keep commuter cyclists and pedestrians separate. The two don't mix. If cyclists can just focus on cycling, then motorists, pedestrians and cyclists will be safer and happier.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nicci	Oriental Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Its great that Council listened to the Nov 17 feedback and adapted the plans accordingly. What is now proposed is a great compromise. I still have concerns there is no master plan for the OB route, and a piece meal approach is being taken. What happens when the proposed cycle path ends at Freyberg, and the busiest part of Oriental Bay, who has priority??

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

As you note there are other bustops in close proximity. I'll trust the accessibility experts that this solution is ok.

Network importance

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

Low importance

Comments:

I believe there are more important, more dangerous parts of the city that need addressing - Adelaide Road through Berhampore, and other arterial routes where different modes are sharing tight spaces. Maybe the approach is the quick, easy wins first??

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nicola Hill	Island Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

I would like to see this special zone safer and more bike and pedestrian friendly by removing the median strip and slowing the speed to 30kph and enlarging the bike / pedestrian facility. I am agnostic about the angle parking. To become a bigger city we need to lose the attitude that cars are essential to get around and use public transport or pay to park by the waterfront. This is prime pedestrian / running / cycling zone and these groups should be the priority not cars.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

No

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:

We need much more rapid progress - the projects need to link up to see the benefits.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

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 separated bike path and footpath, and the associated changes on Oriental Parade?

No

Comments:

The cycle lane should be physically separated from the footpath. It should also be wide enough to allow cyclists to overtake each other.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

Cycling reduces car traffic and increases quality of life through exercise

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nigel	Newlands	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes, but with changes

Comments:

I support this proposal because it is safer. As someone who used to use this cycle this route frequently (I have since moved house), and still uses it occasionally, Oriental Bay was the most dangerous part of my journey. Cycle traffic should be separated from car traffic to avoid accidents. Once I was hit by a car turning into angle parking without looking. The only change I would make is to remove the median or narrow it further. The reason is that the proposed 2 way cycle lane is too narrow. This is a high volume area. With distracted sightseers, different speeds of cyclists (e.g. commuter vs. crocodile bike), and oncoming cyclists, the cycle lane is quite hazardous with insufficient room to avoid potential obstacles.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

Cycleways work best when they are connected. Oriental Bay is a key part of the journey round the bays which a lot of cyclists use. Its essential to have a solution which links to other cycleways (i.e. Evans Bay 2 way lane). Otherwise, an unsafe part of the network would discourage people from cycling along the entire route.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

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 separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

I support this change because it is better for people on bikes, walking and in cars.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Onlya	Newtown	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

No

Comments:

The proposed changes make the area less accessible and dangerous to disabled users with the addition of cycle lane barriers which cannot be traversed and are a high risk of accidents for those with reduced mobility and the restrictions to parallel parking which prevents wheelchair entrance and exiting from vehicles (often the hydraulic lifts and ramps cannot even extend out). By disregarding the most vulnerable in the community it is an abominable discriminatory scheme designed to block access to the locals wanting to participate culturally.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

No

Comments:

Access is important to that area.

Network importance

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

Not important

Comments:

The existing network supports multiple cycle routes but are underutilised by cyclists and they often would have accidents by not using the existing shared cycleway out of intentional avoidance.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

The access for those with mobility concerns is limited and fraught as it is. By removing the parking margins access for wheelchairs is removed and by adding additional barriers further risk of accidents is added for the vulnerable in the community. If you are happy to completely ignore them as done in the reports and the designs that only reflects how inaccessible you want the city and local area to become for both residents and visitors. I see the open discrimination and removal of access and it is appalling to have wide sections of the community cut off and locked away by poor discriminatory council designs with shoddy engineering for community wide access. I give up with trying to communicate with councillors who promise accessibility only to take it away from those who are physically vulnerable. Only a dark depression clouds the city now. It is not liveable any more. At best now most disabled NZders cannot expect improvements when so many have to face abuse every day from lobbyists who say the disabled must just be too old and should walk and cycle more. IF only. Unfortunately death is closer and more achievable.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Owen Ashwell	Lyall Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
As long as the cycle path is painted green so people getting out of their cars dont just wander on to it.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
Yes

Comments:
no

Network importance

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

Comments:
I cycle this route now everyday and its ok. But will help the non-cyclists I hope if it is safe.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
P Nagle	Khandallah	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
No

Comments:

Why do we need to waste ratepayers money on all these bike lanes when it is quite obvious there are more and more cars needing more space than ever in our city, would it not be beneficial to build more multi story car parks in the city to accommodate the growth of cars and also collect some revenue at the same time. The amount of bikes that use the bike lanes do not warrant the expense. There is an ageing population out there that are never going to get on a bike but have to travel by car to get anywhere and when they get there have no where to park these days.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Pablo Gomes Ludermer	Island Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

The shared bike path is going to be used by the crocodile bikes as well, making it too narrow. Why waste street space with a median strip? Dedicate that space for the bike path to make it a more comfortable riding experience. I would also like to reduce the speed limit to 30kph.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

Wellington needs to have a world-class cycling infrastructure if we're ever going to be serious about moving people off their cars to bikes. The weather isn't helpful already, why make it even more difficult? We need safe and convenient cycling.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

REMOVE THE MEDIAN STRIP. Reduce the speed limit to 30kph.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Patrick	Ngaio	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:

Consider making the angle parks reverse parks to make it easier and safer for cars exiting parks and safer for any fast cyclists still riding on the road.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Patrick Morgan, Cycling Action Network	Te Aro	Cycling Action Network	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

Great to have a separated, protected path, but it is too narrow for current and expected use. I recommend changing angle parking to parallel to create more width. The medai strip is a lower priority than a safe and attractive cycling route.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Thanks for making Wellington more cycle friendly. Why? To address climate change effects, congestion and liveability issues, and because it's both Council and Govt policy. Go for it.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Patrick Wilkes	Ngaio	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

Separating cyclists on a protected cycleway is a big win here, but the lane is very narrow. I understand that this is a compromise solution but 2.5m does not seem like a safe width for a two way lane. I suspect that it will be used by people cycling for leisure rather than transport, with the latter sticking to the road, and with the angle parking that won't do much for safety. I also suspect that the lane will often be taken up by the enormous crocodile bikes unless they are forbidden from using it. It would have been good to see a long-term vision for the length of Oriental Parade - where do people go when the lane ends?

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Paul	Tawa	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

The cycle lane NEEDS to be clearly differentiated from the footpath otherwise there are going to be problems & accidents. Either painted whole way, lots of signage and/or a kerb both sides. The cycle lane is too narrow. Should be minimum 2.8m, why can't median/vehicle lanes be a little less wide. Good to have angle parking retained. At the eastern end it stops too early. It needs to continue past the crossing otherwise there will be cyclists coming into a place where people will be walking across and neither party will be in the right place.

Oriental Bay consultation
Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Paul	Hataitai	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Awesome, I'll finally will use my bike safely

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
Yes

Comments:
Don't need it

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 Coutts Street?

Comments:
Not answered

**Oriental Bay consultation
Submission**

174

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Paul G	Oriental Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

This is a great solution. It clearly separates the few cyclists from the many pedestrians who use the footpath. The cycleway doesn't appear too narrow and provided cyclists follow the rules, there shouldn't be any problem with cyclists passing each other when travelling in opposite directions. Even at sunrise, dusk and nighttime, provided of course cyclists have all lighting installed and working to make their bikes road legal. My only concern is that Herd St end is clearly marked to ensure that cyclists don't where to go as they often struggle with directions.

**Oriental Bay consultation
Submission**

175

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Paul Williamson	Oriental Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Support dedicated bike lane and separation of pedestrians from cyclists

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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:
Current situation is unsafe for cyclists and pedestrians

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:
Extend proposed plan all the way to Carlton Gore Road

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter B	Karori	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

In addition Welly needs to eliminate angke parking. Clearly there will be cyclists in the road not just Oriental Bay.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

Allows the cyclist to have limited restrictions on cycling on road.

Network importance

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

Very important

Comments:

Essential that the cycle access around the city minimises the flow of traffic . Having to slow down and get around large vehicles involve potentially other vehicle users squeezing cyclists out.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

**Oriental Bay consultation
Submission**

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter Smith	Wellington Central	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Excellent separation of cyclists away from pedestrians

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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:
Cyclists should NOT be driving our city planning

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:
Put traffic lights onto the pedestrian crossing to keep traffic flowing as they did at the New World crossind

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter Spencer	Wadestown	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Great proposal, big improvement on status quo. Much safer and I can't wait to take my kids cycling on it.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter Steven	Newtown	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

Wellington needs more separated two way cycle lanes like this!

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

I think the footpath between the parking and cycle lane is bad design. All you really need is a small raised curb between the parking and the bike lane. It is wasted space when the footpath on the left could be bigger and some greenery could be preserved. Oriental Bay is one of Wellingtons best assets so make sure it looks great!

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Philippa Cuthbert, The New Zealand Automotive Association Incorporated	Wellington Central	The New Zealand Automobile Association Incorporated	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

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.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rachel	Other	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ralph McCubbin Howell	Aro Valley	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Any infrastructure that helps move more people away from private cars and towards other environmentally friendly means of transport is to be encouraged; separated cycle lanes are the safest option for both cars and bikes, and this design appears to accommodate the need for better cycling facilities without reducing the number of car parks or significantly narrowing the road.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Not answered

Comments:

Not answered

Network importance

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

Important

Comments:

To be honest I have never had too much of a problem with congestion on the shared path, however it isn't a route I frequently ride, and in the long term a separate path is always preferable.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ratepayer	Karori	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
No

Comments:

Firstly, I'm a cyclist as well as a regular visitor to this area. The angle parking is a nightmare to vacate from so narrowing the road will leave less room for error. Secondly, in this area you have a few types of cyclists, primarily commuters who like to think they go with traffic flow and will remain on the roads, and people who are out for a serene cruise around the bays. I fully support easing congestion on a shared path, but increasing risks for no gain for the commuters and people who park in angle parks seems like poor use of funds.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
No

Comments:

Why get rid of something we are trying to encourage.

Network importance

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

Comments:

I dont think this adds any safety for cyclists and in fact could be seen as making it more unsafe

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

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 separated bike path and footpath, and the associated changes on Oriental Parade?
No

Comments:

This roadway is 1 of 2 main access roads to Wellington airport and is a very busy road. The current shared pathway is quite adequate for the current volume of use and the narrowing of both the current road and centre median is not necessary

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

This bus stop is not frequently used so can be removed

Network importance

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

Not important

Comments:

Council is spending huge amounts of ratepayers dollars on cycleways that are not needed and are not used by large numbers of cyclists. Before a cycleway is installed a cost benefit study should be carried out using "honest" data. Also where a cycleway is available it should be mandatory for cyclists to use it

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

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 separated bike path and footpath, and the associated changes on Oriental Parade?

No

Comments:

The bike path does not appear wide enough and puts cyclists too close to pedestrians on an area with busy foot traffic. Having a cycle lane on the road with car parking removed or altered to be non-angle would be better.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Making the area more cycle friendly while preserving the ability for pedestrians to use the area without risk of collision with cyclists is important. Removing a heavy dependence on car parking would help this.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Regan Dooley	Island Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes, but with changes

Comments:

The proposed 2 way cycleway is too narrow & well below local and international best practice guidance. It needs to be at least 3m wide, preferably 3.5 or 4m. The space could easily be taken from the median strip which is unnecessarily wide. It's disappointing to see angle parking and a 2m median strip being prioritised above the minimum amount of space necessary for a safe 2 way cycleway. This is not what compromise looks like.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

This stretch will provide a crucial link between the CBD & the proposed changes in Evans Bay & Kilbirnie. Bikes volumes are going to increase significantly from current numbers so it's important the cycleway can handle the volume

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

The council needs to be much bolder about putting its own policies in to practice. This design currently requires very little compromise from drivers.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rex Nicholls	Oriental Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Not answered

Comments:

Following on from a public meeting on 8 November 2017 of affected residents and apartment owners, and after representations from OBRA, WCC revised its (Original Proposal to add a cycle lane to Oriental Parade. This 'Revised Proposal' was advertised in late February and opened for public consultation which closes 17 March. The affected residents have been circulated the 'Compromise Proposal' below. They have endorsed it and some sensible suggestions from them have now been included. We accept that WCC has the right to make changes to our street, and that they appear unyielding in doing so. The 94 residents at the meeting overwhelmingly agreed that nothing permanent should be done to Oriental Parade until the total length of the street was planned. However, our Compromise Proposal suggests a way to add a cycle lane while making the main carriage way less dangerous and difficult than both WCC's Original and Revised Proposals, given that change will be forced on us. The removal of the bus stop at Herd St is necessary once a cycle lane is installed where bus patrons would alight. Adding new carparks will be useful. Straightening of the PNYC pedestrian crossing makes sense. However, there has still been no effort to explain how bikes transfer across the flat area in front of the busy Freyberg Pool. The attached sketch shows the dimensions of the street in two places. It then shows WCC's proposed widths of the various lanes of the street, and, at the bottom, our Compromise Proposal dimensions. Our compromise tries to meet some of the obvious concerns shown in comments already made by residents and OBRA. These are: 1. The traffic lanes are proposed at 3.3m wide when they are currently 4m wide. This narrowing leaves little room for bikes to ride past slow or stopped cars. Many, especially faster, cyclists will still use the traffic lanes, as is their right. 2. The median strip between traffic lanes is proposed to drop to 2.2m when it is currently 2.9-3.2m wide. This strip is required for cars turning right into apartment buildings without holding up following traffic. It would have been used as an important condition in the Resource Consents of at least newer apartment buildings along the route. There is also a need to give room for emergency vehicles which are generally quite wide. To overcome these problems we recommend the following compromise: 3. Make the cycle lane 2.0m instead of 2.5m. The cycle lane from the end of Oriental Bay around Evans Bay is only 1.5m wide, albeit one way. 2.0m still gives adequate width for two bikes to pass. 4. Cut back the south side brick kerb of the raised planted strip 400mm (or more). Two large Pohutukawa trees nearer Freyberg have large protruding roots. Pohutukawas are very tough and would withstand some root trimming. In fact limbs fall off dangerously onto the footpath every winter, so the trees need trimming. However, if this is not acceptable then reinforced pavement 'humps' over these specific roots would also work. 5. Add 200mm to each traffic lane, improving their safety a little. 6. Add 500mm to the central median, making right turning a much safer operation. 7. Extend the pedestrian crossings over the cycle lanes. 8. Retain the current paraplegic carparks. Below are the recommendations from the public meeting which still need to be addressed: a. use CCTV to police cycles, crocodile bikes, and skateboards b. Crocodile bikes should be banned from the footpath (spaced posts at Herd St end) or at least have a minimum driver age c. A solution must be found for the transitions from the end of the bike lane outside Freyberg Pool onto the existing shared-pedestrian space d. Discuss with NZTA holding their funds until an overall solution is agreed for the whole of Oriental Parade from Herd St to Point Jerningham e. Do not make any major changes to Oriental Parade until the Basin Reserve traffic issues have been resolved so that traffic currently clogging our street can be encouraged onto Highway 1. f. One of the most obvious issues that WCC must address with urgency is traffic congestion at the Basin Reserve. Until this major traffic problem is solved Oriental Parade will carry far too much traffic. And until that time, changing the current roading configuration will

negatively affect owners and residents, visitors, and vehicles. g. Move faster to replicate Mt Victoria's Tunnel. Only then will dangerous goods vehicles stop using Oriental Parade, endangering our dwellings!

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

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

Rex Nicholls

58/172 Oriental P'de

Wellington 6011, NZ

Phone 04 3857912

Cell 029 3857912

rex@nicholls.nz

14 March 2018

SUBMISSION TO WCC
ORIENTAL PARADE HERD ST TO FREYBERG
ROADING LAYOUT PROPOSAL

Following on from a public meeting on 8 November 2017 of affected residents and apartment owners, and after representations from OBRA, WCC revised its 'Original Proposal' to add a cycle lane to Oriental Parade. This 'Revised Proposal' was advertised in late February and opened for public consultation which closes 17 March. The affected residents have been circulated the 'Compromise Proposal' below. They have endorsed it and some sensible suggestions from them have now been included.

We accept that WCC has the right to make changes to our street, and that they appear unyielding in doing so. The 94 residents at the meeting overwhelmingly agreed that nothing permanent should be done to Oriental Parade until the total length of the street was planned. However, our Compromise Proposal suggests a way to add a cycle lane while making the main carriage way less dangerous and difficult than both WCC's Original and Revised Proposals, given that change will be forced on us.

The removal of the bus stop at Herd St is necessary once a cycle lane is installed where bus patrons would alight. Adding new carparks will be useful. Straightening of the PNYC pedestrian crossing makes sense. However, there has still been no effort to explain how bikes transfer across the flat area in front of the busy Freyberg Pool.

The attached sketch shows the dimensions of the street in two places. It then shows WCC's proposed widths of the various lanes of the street, and, at the bottom, our Compromise Proposal dimensions. Our compromise tries to meet some of the obvious concerns shown in comments already made by residents and OBRA. These are:

1. The traffic lanes are proposed at 3.3m wide when they are currently 4m wide. This narrowing leaves little room for bikes to ride past slow or stopped cars. Many, especially faster, cyclists will still use the traffic lanes, as is their right.
2. The median strip between traffic lanes is proposed to drop to 2.2m when it is currently 2.9-3.2m wide. This strip is required for cars turning right into apartment buildings without holding up following traffic. It would have been used as an important condition in the Resource Consents of –at least newer–

apartment buildings along the route. There is also a need to give room for emergency vehicles which are generally quite wide.

To overcome these problems we recommend the following compromise:

3. Make the cycle lane 2.0m instead of 2.5m. The cycle lane from the end of Oriental Bay around Evans Bay is only 1.5m wide, albeit one way. 2.0m still gives adequate width for two bikes to pass.
4. Cut back the south side brick kerb of the raised planted strip 400mm (or more). Two large Pohutukawa trees nearer Freyberg have large protruding roots. Pohutukawas are very tough and would withstand some root trimming. In fact limbs fall off dangerously onto the footpath every winter, so the trees need trimming. However, if this is not acceptable then reinforced pavement 'humps' over these specific roots would also work.
5. Add 200mm to each traffic lane, improving their safety a little.
6. Add 500mm to the central median, making right turning a much safer operation.
7. Extend the pedestrian crossings over the cycle lanes.
8. Retain the current paraplegic carparks.

Below are the recommendations from the public meeting which still need to be addressed:

- a. use CCTV to police cycles, crocodile bikes, and skateboards
- b. Crocodile bikes should be banned from the footpath (spaced posts at Herd St end) or at least have a minimum driver age
- c. A solution must be found for the transitions from the end of the bike lane outside Freyberg Pool onto the existing shared-pedestrian space
- d. Discuss with NZTA holding their funds until an overall solution is agreed for the whole of Oriental Parade from Herd St to Point Jerningham
- e. Do not make any major changes to Oriental Parade until the Basin Reserve traffic issues have been resolved so that traffic currently clogging our street can be encouraged onto Highway 1.
- f. One of the most obvious issues that WCC must address with urgency is traffic congestion at the Basin Reserve. Until this major traffic problem is solved Oriental Parade will carry far too much traffic. And until that time, changing the current roading configuration will negatively affect owners and residents, visitors, and vehicles.
- g. Move faster to replicate Mt Victoria's Tunnel. Only then will dangerous goods vehicles stop using Oriental Parade, endangering our dwellings!



NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rhedyn Law	Newtown	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

A two way cycleway needs to be a minimum of 3 metres wide to provide for cyclists passing each other, particularly on a route where the ability and experience of cyclists will be diverse. Cycleway also needs to be clearly distinguished from the footpath area.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

There are a large number of bus stops that are close together

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rob	Seatoun	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

Angled parking could be eliminated at the bend. This would reduce potential collisions with cars backing out into a blind spot to oncoming traffic. This could be replaced with a safe turnout for bike traffic at the congested corner.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

Bus stop should be relocated if possible

Network importance

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

Very important

Comments:

Bike Lanes are part of a global trend to re-organize major cities urban appeal. But they must be coupled with the support of efficient public transportation options.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rob Holmes	Karori	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

It is fantastic to see bikes being better accommodated alongside pedestrians. This will allow small children to travel safely along this very busy route.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Robert Fisher	Te Aro	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

Pedestrians seaward side of the trees. Bikes other side - maximum 1.8 meters - some go too fast anyway. Minimise kerb widening

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

No

Comments:

(or neutral) - very helpful in wind and rain - particularly older people and children

Network importance

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

Low importance

Comments:

Too much emphasis on cycling - Wgtn terrain and streets not conducive. More conducive to walking. Bike travelling at 40kph on wharves - a menace!

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

1. Yacht club pedestrian crossing - always been senceless... central island! Wastages - 2. 40 kph sign useless. Cars slow down naturally! 3. Green patches at light through city useless. Bikes ignore them. Never used. 4. Are more cycle lanes necessary? Too contentious eg Island Bat disaster (Celia's Folly). Finally, this city is for walking, not cycling. All ages groups can walk, not all can cycle. Many cyclists go too fast! I am a cyclist - in the country!

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ronald Mcdonald	Happy Valley	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ross Miller	Not answered	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

Highly desirable to seperate pedestrians (especially children) and cyclists - due to differences of focus and speed.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

Part of a level east west link across the city

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ross Petherick	Not answered	Not answered	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes, but with changes

Comments:

I would like to formally provide some feedback on the Herd Street to Freyberg cycleway on Oriental Parade. NOTE: For context I am a commuter cyclist who rides this route in both directions on a daily basis. In the evenings I use the shared path very rarely as it is often way too busy. Mornings I use the shared path maybe 30% of the time as it tends to be quieter. My input: I like the look of the design of the Herd Street end, but wonder if it could make better provision for cyclists who choose to ride along Herd Street towards Oriental bay. The current design would require you to get up onto the shared path prior to the intersection with Oriental bay to be able to get onto the new start of the 2 way cycle way. A slight redesign could easily accommodate an improved flow for people using Herd Street. I fully support the removal of the bus stop near Herd Street. I fully support the implementation of formal motorbike parks by the RPNYC as this utilises what is dead space at this location. I like the "straight across" redesigned pedestrian crossing. Much more efficient for all users of the road. My only major concern is the Freyberg pool end of the path for 2 reasons, especially if the idea is to encourage the majority of cyclists to use this new shared path: City bound cyclists - the design does not speak at ALL to how a cyclist who has been on the road would get across to this section of the path. Do they have to stop, get off and use the pedestrian crossing? I realise that the Freyberg to Carlton Gore Rd section would probably address this eventually by encouraging cyclists to stay on the shared path, but in the interim I think the design needs to consider this end point a bit more closely. For East bound cyclists - the end of the revised shared path ends up right by the cafe, 3x disabled parks, pedestrian crossing and the parking exit/entry beside the pool. Creates a conflict point that would need to be managed carefully.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
S Coppard	Island Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

The cycleway is too narrow especially given that this area is heavily used by crocodile bikes. Extra width should be taken from the unnecessarily wide medium strip. Cycling behind angle parked cars will be more dangerous for cyclists who choose to use the road.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

No

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Does not do much to encourage cycling in an area that is already a shared space. What happens where it ends east of Freyberg pool?

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sam Corke	Te Aro	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
No

Comments:

If this goes forward I see it as a detriment to the city of Wellington. The last time I was around Island Bay I did not see one biker using the cycle way. This will just cause more congestion in the city and the relationship between driver and biker will deteriorate, in addition to this a complete waste of tax payers money. We have actual issues in this city such as the housing crisis where this money would be of far more use. This proposal does not reflect the proportional view of this city and as such does not represent the principles of a democratic society. There are far more cars on the road as such people have chosen this form of transport so I am sorry to say it but the reality is not everyone can have their cake and eat it.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

Oriental Bay consultation
Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sara Clarke	Northland	Not answered	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Shane Sinclair	Wellington Central	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

The shared footpath/cycle way is not safe. However the proposed cycle path is too narrow

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

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 separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

I agree that the shared path is too busy. However, I still think there will be issues with the number of users and the size of the footpath.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

It would be good if more bus stops were reviewed in this way. Many are quite close together and this slows down public transport journeys.

Network importance

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

Low importance

Comments:

This is already quite a safe area for cyclists. Other areas in the central city lack a safe space to cycle.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

It would be good to see greater consideration of removing car parking in order to accommodate a wider footpath. Car parking could be concentrated near Clyde Quay or a multi level facility at Freyberg.

Oriental Bay consultation
Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Simon	Karori	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

Narrow the median to 1.5 m to create extra space for a wider bikeway. Replace angle parks with parallel parks - safer for road users and creates more space for active modes.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

Oriental Bay is a critical place for visitors as well as a key transport link for active modes in particular. Some parking is needed but parking should be secondary to separated provision for active modes and place making for residents and visitors.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Simon Randall	Lyall Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

Very much support this. At busy times the existing footpath is very busy and the risk of cyclist crashing with pedestrians is very high. The risk to cyclist on the road at present is also very high as there are large number of cars pulling in and out of parking places, without being seeing cyclist travelling between them and the parking places. I ride this road every day and regularly see incidents, and i have had numerous crashes and near misses myself

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

If this required to make the separated path work then so bit it. I cannot see if this will be relocated or just removed however.

Network importance

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

Very important

Comments:

Currently there are very few safe cycle routes within Wellington. Many more are required to provide a network that will encourage more people to use bikes. Doing this has numerous benefits, reducing car congestion, improving air quality, improving health of population

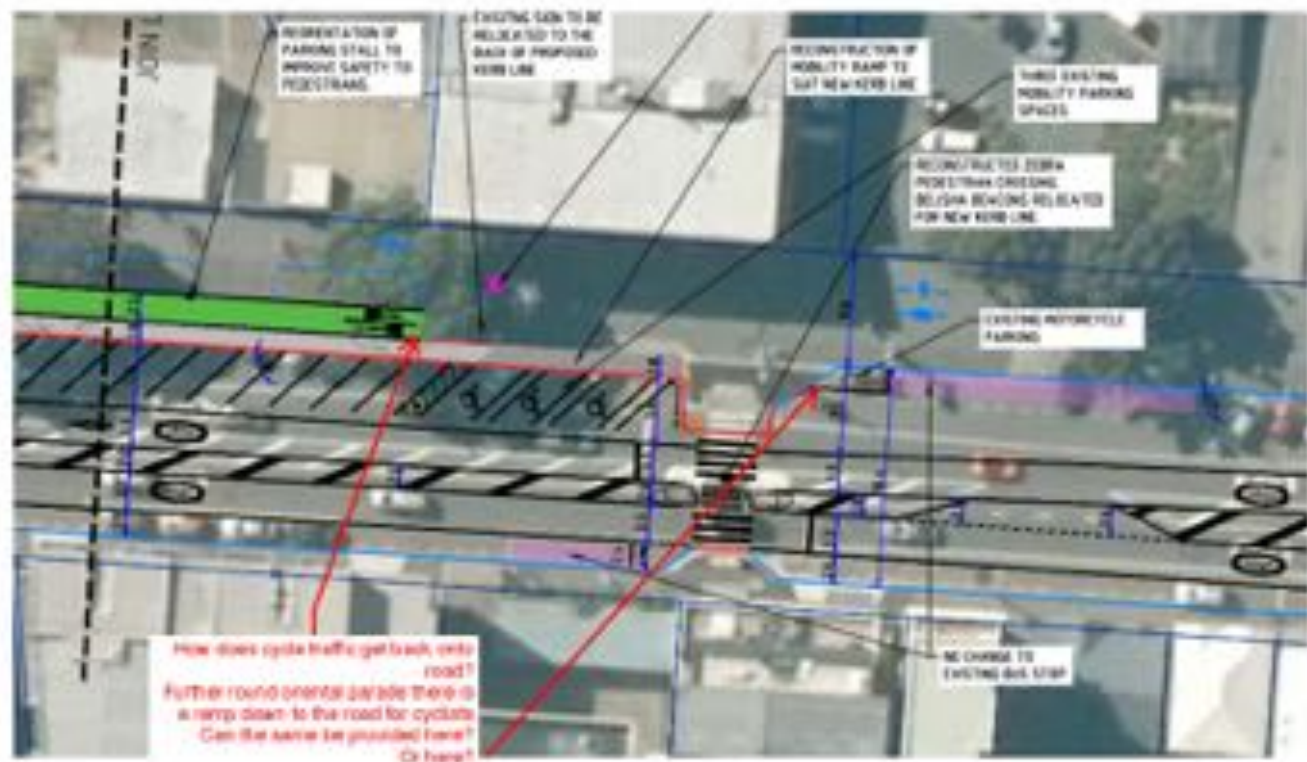
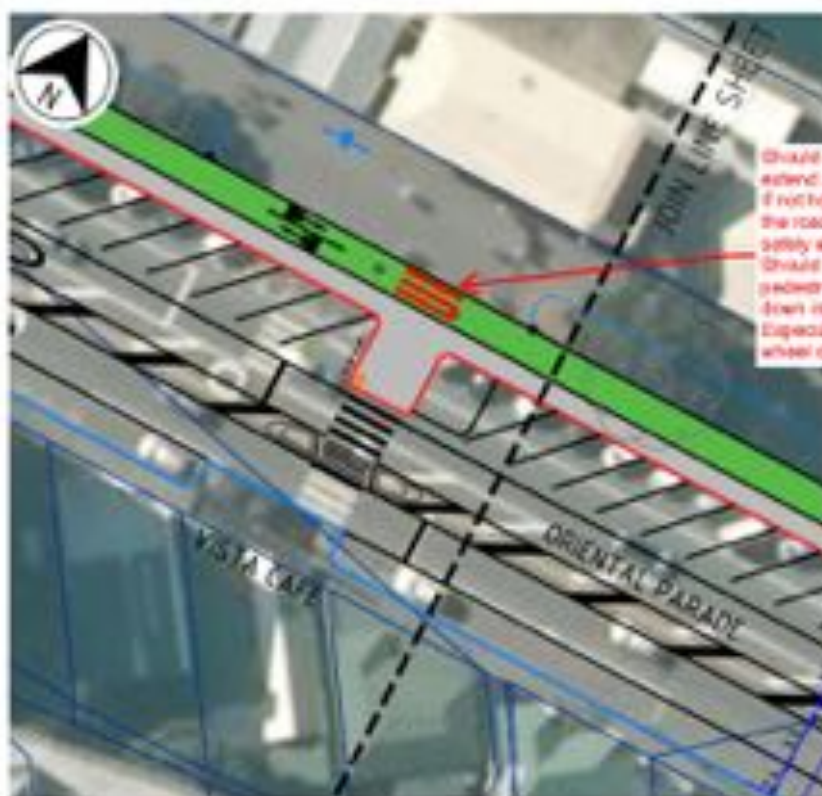
Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

What i cannot see from the drawings is how the pedestrian crossings work over the bike lanes. The crossings markings should continue from the road across the bike lanes to give pedestrian priority in crossing the cycle traffic. Otherwise pedestrian will be stranded between the road and cycle lane. Cyclist should give way to pedestrians here just the same as they should do on the road at crossings.

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



**Oriental Bay consultation
Submission**

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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 separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

Separation of bikes from pedestrians and cars is safe. We cycle with kids along Oriental Bay and we cannot go on the road, and these changes will be much better.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

Oriental Bay is important to Wellington, and having safe options for all road users and especially pedestrians and cyclists is important.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sof	Berhampore	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sonia	Roseneath	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

The proposed two-way 2.5m-wide bike path is too small. As a bike user, I wouldn't be comfortable with 2.5m - recommend changing to 3m.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sophie	Roseneath	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

We absolutely need to upgrade infrastructure to make cycling safer no matter how many people cycle and to encourage more to take up cycling. I cycle this stretch every day and it's a constant point of danger and conflict with cars as there is not much room and confusion over what is cycle lane and what's not. I support the proposed solution as long as there is room for cyclists to overtake each other as that's common on this stretch too with a combination of commuter and road cyclists.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

As above.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

Oriental Bay consultation
Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Stephan Rupp	Khandallah	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Good proposal and overdue.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

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 separated bike path and footpath, and the associated changes on Oriental Parade?

No

Comments:

This is the alternative route for dangerous goods and oversized vehicles that cannot use the Mt Victoria car tunnel. Narrowing the Traffic lanes (from 4-4.2m to 3.3m) will make it unsafe for these vehicles esp when you take into account these vehicles have wide mirrors. Also it will make it more difficult for buses

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 important

Comments:

The priority should be given to public transport over a relatively small number of cyclists. Cycleways are not mandated so cyclists will continue to use the road which invalidates the rationale that cycleways improve safety.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Stuart Gardyne	Roseneath	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

the current shared cycle / pedestrian pathway is well used and, especially in the evening, too congested for cyclists to use without risking collisions with pedestrians. In the morning it seems to be OK except when the large walking group of 60 something women spread out across the full footpath :). Consequently cycling is easier on the road for this section of Oriental Parade, however this is dangerous due to angle parking - cars turning in in front of cyclists, and reversing out .

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

The tables and chairs associated with the Freyberg Pool cxafe will need to be relocated to allow the transition of cyclists from the new cycle lane to the shared promenade in Oriental bay.

Network importance

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

Very important

Comments:

Cycling improvements close to the CBD, such as this, should be a priority in my opinion, as they have maximum benefit to a greater number of cyclists

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sue Keats	Roseneath	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:

Not answered

Oriental Bay consultation
Submission

210

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Susan	Karori	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
Yes

Comments:
This makes sense

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 Coutts Street?

Comments:
Not answered

Oriental Bay consultation
Submission

211

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Susi	Island Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

What is the supposed way to get on and off the street on both ends of the cycle path? I don't see that working well. Also 2.5 m width seems too narrow for a two-way cycle path.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

I wasn't even aware taht there was one. Closeby stops should be enough, I think. What's the demography around this area? Lot's of old people that might need that bus stop?

Network importance

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

Moderately important

Comments:

There are other parts of the city that would need improvement for cycling, such as Newtown or other parts of the water front.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
T Noldan	Khandallah	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Healthy transport option. Great for people and the environment.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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:
No

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tama	Berhampore	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

It's great to have a separated bike lane but it's too narrow. Why not make the median slightly narrower and add the extra to the bike lane still feels like you're prioritising cars by keeping the angled parking AND median. I'm also concerned that people are going to get out of their cars and walk straight onto the bike lane. Why not paint it bright green so it's a bit more obvious.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Not answered

Oriental Bay consultation
Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Thomas	Churton Park	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

No

Comments:

Congestion already exists and this would make it worse. WCC has priorities that are not in line with all wellingtonians.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

no

Network importance

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

Low importance

Comments:

no

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

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 separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

This cyclepath is almost there. It has to be significantly wider, at least three metres at all points and preferably 3.5 metres. It is also important to narrow the pedestrian area, this is so that it is used only as a staging area for pedestrians and not as an additional footpath. Often these overseas are full of pedestrians. This half baked scheme is kind of the worst of both of the previous options. You are narrowing the median strip which will make it harder for road cyclists who prefer to ride on the road, and you are creating a cyclelane that will be dominated by pedestrians. It will need to be very clearly demarcated. If you did a 3.5 metre lane then you could comfortably have it slightly dropped down with a soft curb, this would be a clear message to pedestrians not to walk in it. You cannot do that with a 2.5metre cyclelane as bikes will run into each other. That really is far too narrow. You could also remove the median altogether. This is supposed to be a low speed area. I would also like to see the speed dropped to 30kmph. Though this is effectively the defacto speed as there is so much traffic through here. A drop to 30kmph is likely to even speed everything up as the traffic will be less jerky.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

This is a core arterial route used by many cyclists. It needs to be large, enticing and clearly demarcated.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

This has got to extend to a full length cycleway connecting up with Evans Bay Parade. Only once it is all connected up will we really have the 8-80 year olds out using it.

Oriental Bay consultation
Submission

216

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tim	Khandallah	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

No

Comments:

Oriental Bay is an iconic part of Wellington and already congested on fine days. This will make it worse.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

How about spending the money for the cycleways on our ageing infrastructure that fails all over the city when it rains. Better use of money I would have thought

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

It is not broken so don't fix it.

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 separated bike path and footpath, and the associated changes on Oriental Parade?

Yes, but with changes

Comments:

The proposed cycle path is too narrow for a commuter route. It should be at least 3m wide, preferably more, in line with the good practice such as the Cycling Aspects of Austroads Guide 2011 and the Christchurch Cycle Design Guidelines. As proposed the cycle path is unlikely to encourage commuter cyclists to use it rather than the road. This is unfortunate given the proposed narrower road lanes and retention of diagonal parking.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

Comments:

Yes - see uploaded document

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

Tim Jenkins

Oriental Bay Changes Submission

I regularly cycle this route for leisure and other purposes. I also walk and sometimes drive along it too. My main interest is as someone who rides a bike round the route. The current layout is unpleasant whether I ride on the shared path or the road. It is good that work is being done to try to improve the situation.

However the I doubt that proposal will improve the situation much. The two way cycle path is too narrow. It should be at least 3m wide, preferably more. Commuter cyclists are unlikely to use a narrow path, which is not clearly demarcated from the footpath next to it, many will stay on the road which will only lead to increased friction. The whole carriageway is 18m wide, the majority of this is prioritised for private vehicle use. More of it is prioritised for diagonal parking of 39 private motor vehicles, than for movement of hundreds of people on bikes. The median is almost as wide as the cycle path, I'm not sure why this is deemed to be so important.

The layout would be improved for moving people by all forms of transport if:

- diagonal parking is replaced by parallel parking
- the median is made narrower
- the cycle path is made at least 3.5m wide
- reduce rather than increase the number of car parks.

Allowing 10 hours for parking at most of the car park spaces encourages people to commute by private motor vehicle, which will not help with reducing congestion or encourage people to use active transport.

This compromise proposal prioritises private vehicles, both driving and parking them, over other forms of transport. It does not follow the Wellington City Council's own hierarchy¹ for transport, which prioritises walking first, then cycling with private vehicles last. It doesn't comply with the council's wish to 'further increase this mode of transport [cycling]' by providing a 'safe cycle network both on and off road that will encourage people of all ages – including students, workers and retirees – to cycle.'²

¹ Wellington Urban Growth Plan, June 2015, pg 46

² Wellington Urban Growth Plan, June 2015, pg 46

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tim Priest	Other	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes, but with changes

Comments:

I support the proposal, but note that 2.5m is narrow for a two way cycle way. My understanding is that the recommended minimum width for a two way cycle way is 3.0m. Cyclists are likely to encroach on the adjacent footpath at times, while avoiding other cyclists. My preference is for the diagonal parking to be changed to parallel, allowing adequate space for a safe cycleway.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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 Coutts Street?

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 separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

This is a good compromise - the path should continue all the way around the bay.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Not answered

Comments:

Indifferent

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 Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tom Halliburton	Other	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

The existing shared path is really crowded at times. Shared paths really don't work for commuter cyclists and others using a bike as a means of transport. The lower speed limit is good too.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

This is a key part of the cycle network, which is currently dominated by noisy and unsightly road traffic. This is a good step to reducing this unpleasantness.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

I hope this is an interim step and that the parking will be changed to parallel some day so that the cycle path can be widened.

Oriental Bay consultation
Submission

221

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tracey Lee	Hataitai	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

I think it is brilliant

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

No

Comments:

If this is just to make more car parks I do not support it. If it is to enable the cycleway I support it. Waitangi to Freyburg is a big gap.

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 Coutts Street?

Comments:

Not answered

Oriental Bay consultation
Submission

222

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tristan Campbell	Te Aro	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Absolutely brilliant outcome for all

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
Yes

Comments:
bus stops are too close together here

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 Coutts Street?

Comments:
Not answered

Oriental Bay consultation
Submission

223

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
TTM	Other	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

No

Comments:

This solution is nuts. Pedestrians will be cannon fodder as they move from their car across the cyclelane. As this is a 40km/hr courtesy zone reverse low angle parking would work here with the cycle lane on the road. slow moving adult and child cyclists can use the existing path with pedestrians.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

Wellington Streets are not a safe enviroment for childern to ride their bikes. It is well known that childern under 12 years of age do not have the required road awareness to ride safely on the road.

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 Coutts Street?

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 separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

Good width for cycle path. Some MTBs have handlebars of 80cm+ width

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

Dangerous when cycling past (for cyclist and people waiting at bus stop)

Network importance

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

Moderately important

Comments:

Seems like high cost for a very short section of road. Cyclists can use the strip on roadside of the trees now.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

Oriental Bay consultation
Submission

225

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Vicky	Houghton Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:

It will be good to seperate cyclists from pedestrians while also giving access to parking.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

Yes

Comments:

As a cyclist, this bus stop can be risky. People often step out without looking.

Network importance

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

Very important

Comments:

I' m pleased that WCC is investing in safer cycling. I deliberately take this route from Houghton Bay as it' s safer. Now to make a safer way to get to Evans Bay!

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Victoria Cleal	Aro Valley	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
This would reduce the significant footpath congestion.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

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 separated bike path and footpath, and the associated changes on Oriental Parade?

Yes

Comments:

We need to create city linkages that are safe for cyclists for everyday commuting. This is growing in popularity with benefits to health and with dense urban growth

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

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:

We need to create city linkages that are safe for cyclists for everyday commuting. This is growing in popularity with benefits to health and with dense urban growth

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Wellywalker	Hataitai	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Not answered

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
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 Coutts Street?

Comments:
Not answered

Oriental Bay consultation
Submission

229

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Wendy Welsh	Churton Park	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?
Yes

Comments:
Rey pleased to see angle parking will be retained.

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?
Yes

Comments:
No comment.

Network importance

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

Comments:
I don't think there are major issues for cyclist in this part of Wellington.

Other comments

Are there any other comments you would like to make about the proposed changes to Coutts Street?

Comments:
Not answered