



**Evans Bay (Greta Point to Cobham Drive) consultation
November 2021**

1032 public submissions received

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1	Svend Hansen	as an individual	Khandallah	33
2	Katie Benson	as an individual	Khandallah	35
3	Ryan Hunt	as an individual	Roseneath	37
4	Colby Raley	as an individual	Oriental Bay	39
5	Roman Francis	as an individual	Roseneath	41
6	Ellen Miller	as an individual	Houghton Bay	43
7	Amanda	as an individual	Brooklyn	45
8	Chris East	as an individual	Southgate	47
9	Vivian Leslie	as an individual	Thorndon	49
10	Ari Sargent	as an individual	Mount Victoria	51
11	Rae	as an individual	Other	53
12	Robert Berry	as an individual	Other	55
13	Warren Rankin	Evans Bay Marina Tenants Group	Brooklyn	57
14	Yvonne Weeber	as an individual	Lyll Bay	59
15	Colin Lee	as an individual	Hataitai	61
16	Mike brewer	as an individual	Miramar	63
17	Tamsin Royson	as an individual	Hataitai	65
18	Alex	as an individual	Brooklyn	67
19	Thomas Guldborg	as an individual	Miramar	69
20	David Tildesley	as an individual	Mount Cook	71
21	Mike Rawson	as an individual	Hataitai	73
22	Eddie Szalkowski	as an individual	Island Bay	75
23	D Gorton	as an individual	Hataitai	77
24	Victoria	as an individual	Other	79
25	Māia Townsend	as an individual	Strathmore Park	81
26	Kāhu Townsend	as an individual	Strathmore Park	83
27	Liam Daly	as an individual	Te Aro	85
28	Vinnie Sharp	as an individual	Johnsonville	87
29	hamish	as an individual	Island Bay	89
30	Trina Rice	as an individual	Lyll Bay	91
31	Bob Jones	as an individual	Aro Valley	93

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33	Shane	as an individual	Hataitai	97
34	L	as an individual	Wadestown	99
35	Robb Morison	as an individual	Karori	101
36	J Jones	as an individual	Hataitai	103
37	Bojan Cvetkovic	as an individual	Other	105
38	Nick Koirala	as an individual	Churton Park	107
39	Gwilym Rees	as an individual	Strathmore Park	109
40	Samuel Mellor	as an individual	Mount Cook	111
41	Cassie Sutherland	as an individual	Hataitai	113
42	Alex Gray	as an individual	Brooklyn	115
43	Oliver Seiler	as an individual	Other	117
44	Paul Glover	as an individual	Roseneath	119
45	Danielle	as an individual	Other	121
46	aisy sanders	as an individual	Melrose	123
47	Glenn Syman	as an individual	Wilton	125
48	James Kehoe Rowden	as an individual	Hataitai	127
49	Jane Bulpin	as an individual	Island Bay	129
50	Emma	as an individual	Hataitai	131
51	Marieke Boleyn	as an individual	Miramar	134
52	Matt Kehoe Rowden	as an individual	Hataitai	136
53	Daniel Warsaw	as an individual	Hataitai	138
54	Tyler	as an individual	Hataitai	140
55	Matteo Veglia	as an individual	Te Aro	142
56	Bart van der Kwast	as an individual	Hataitai	144
57	Pete	as an individual	Strathmore Park	146
58	Marion Davey	as an individual	Island Bay	148
59	Geo	as an individual	Lyll Bay	150
60	Tim Cosgrove	as an individual	Hataitai	152
61	Mike Nyland	as an individual	Oriental Bay	154

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62	Tim Stevenson	as an individual	Other	156
63	Geoff Henry	as an individual	Miramar	158
64	Nicola	as an individual		160
65	Joy Wadham	as an individual	Strathmore Park	162
66	Doug Brennan	Brennan Family Trust and Southern Plumbing & Gasfitting Ltd	Brooklyn	164
67	Craig Stevens	as an individual	Strathmore Park	166
68	Alison Ballance	as an individual	Hataitai	168
69	John	as an individual	Other	170
70	Richard Leppard	as an individual	Karori	172
71	Celeste Bartlett	as an individual	Miramar	174
72	Kirsty Bartlett	as an individual	Miramar	176
73	Andrew Bartlett	as an individual	Miramar	178
74	Justin	as an individual		181
75	Flavia Machado	as an individual	Island Bay	183
76	Tania	as an individual	Hataitai	185
77	Chris Perry	as an individual	Miramar	187
78	Elise Chan	as an individual	Hataitai	189
79	Jason Bragg	as an individual	Island Bay	191
80	e.n.morrison	as an individual	Kilbirnie	193
81	Philip Morrison	as an individual	Kilbirnie	195
82	Ashley	as an individual	Lyll Bay	197
83	David Grainger	as an individual	Miramar	199
84	Erica	as an individual	Wellington Central	201
85	Brent	as an individual	Ngaio	203
86	Peter Bellam	as an individual	Island Bay	205
87	Alex Litherland	as an individual	Brooklyn	207
88	Bonnie phillips	as an individual	Owhiro Bay	209
89	Michael Smith	as an individual	Karori	211
90	David Levick	as an individual	Roseneath	213
91	Nicole	as an individual	Roseneath	215

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92	Tim Henley	as an individual	Wadestown	217
93	Hayden	as an individual	Hataitai	219
94	Jessica Jennings	as an individual		221
95	Eliza Talbot	as an individual	Oriental Bay	223
96	Jenny Fenwick	as an individual	Hataitai	225
97	Michael Dowling	as an individual	Other	227
98	Scott Matuschka	as an individual	Kilbirnie	229
99	david f taylor	as an individual	Miramar	231
100	Jorg	as an individual	Vogeltown	233
101	Hayden evcles	as an individual		235
102	Lance Lones	as an individual	Seatoun	237
103	David Lloyd	as an individual	Khandallah	239
104	Martin Hefford	as an individual	Newtown	241
105	Bernadette Morriss	as an individual	Roseneath	243
106	Sarah	as an individual	Strathmore Park	245
107	George Minors	as an individual	Strathmore Park	247
108	Vicky	as an individual	Other	249
109	Lorraine Williams	as an individual	Miramar	251
110	Paul Wilso	as an individual	Mount Cook	253
111	Tony Cox	as an individual	Tawa	255
112	Mike	as an individual	Hataitai	257
113	Rosie jaffer	as an individual	Miramar	259
114	Harrison V	as an individual	Kelburn	261
115	Sandra	as an individual	Miramar	263
116	Matthew Cross	as an individual	Newtown	265
117	Meghan Gillard	as an individual	Hataitai	267
118	Carlos Era	410 Evans Bay parade	Hataitai	269
119	Erinna Gilkison	as an individual	Kilbirnie	271
120	Adam Bird	as an individual	Miramar	273
121	Richard Brent	as an individual	Brooklyn	275

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122	Annemieke	as an individual	Seatoun	277
123	Alberto	as an individual	Thorndon	279
124	John Locke	as an individual	Hataitai	281
125	Rae Denton	as an individual	Hataitai	283
126	Denise Fox	as an individual	Miramar	285
127	Sarah	as an individual	Hataitai	287
128	Todd	as an individual	Other	289
129	Anna	as an individual	Hataitai	291
130	Sharon Taylor	as an individual	Miramar	293
131	Chris Service	as an individual	Miramar	295
132	Peter Steven	as an individual	Highbury	297
133	Lorraine Driskel	as an individual	Other	299
134	Sarah	as an individual	Newtown	301
135	Amanda Gray	as an individual	Miramar	303
136	Michael	as an individual	Miramar	305
137	Liz Rhodes	as an individual	Seatoun	307
138	Paul Sara	as an individual	Seatoun	309
139	Bo Pierce	as an individual	Te Aro	311
140	Claire Solon	as an individual	Roseneath	313
141	Ben Keith	as an individual	Roseneath	315
142	Cynthia Munro	as an individual	Hataitai	317
143	Bec Johnston	as an individual	Miramar	319
144	Amber	as an individual	Miramar	321
145	Michael Burrowes	as an individual	Hataitai	323
146	Brendan Thompson Ng	as an individual	Te Aro	325
147	Geraint Scott	as an individual	Other	327
148	John Spooner	as an individual	Horokiwi	329
149	Melanie	as an individual	Miramar	331
150	Harry Eccles	as an individual		333
151	Wes Harrell	as an individual	Northland	335

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152	Jenny Robertson	as an individual	Khandallah	337
153	Kelvin Moffatt	as an individual	Hataitai	339
154	Lindsay Keats	as an individual	Tawa	341
155	Nina Fischer	as an individual	Strathmore Park	343
156	Arden grove	as an individual	Hataitai	345
157	Chris Watson	as an individual	Hataitai	347
158	Sofia robinson	as an individual	Berhampore	349
159	Errol Curtis		Hataitai	351
160	Oliver ward	as an individual	Breaker Bay	353
161	Billy wild	as an individual	Hataitai	355
162	Tim Riding	as an individual	Southgate	357
163	John	as an individual	Newtown	359
164	jessica mcburney	as an individual	Hataitai	361
165	Émile Mountfort	as an individual	Hataitai	363
166	Kim	as an individual	Hataitai	365
167	Terry Baker	as an individual	Hataitai	367
168	Caroline Robertson	as an individual	Miramar	369
169	Christian Williams	as an individual	Mount Cook	371
170	Gill Willis	as an individual	Khandallah	373
171	Greg Williams	as an individual	Island Bay	375
172	Richard Brown	as an individual	Te Aro	377
173	Tom Harris	as an individual	Melrose	379
174	Richard Moon	as an individual	Hataitai	381
175	Dan	as an individual	Melrose	383
176	Adrienne Linney	as an individual	Seatoun	385
177	isabelle collins	as an individual	Strathmore Park	387
178	Ely Dyer	as an individual	Island Bay	389
179	Ti	as an individual	Hataitai	391
180	Alison	as an individual	Miramar	393
181	Keith	as an individual	Newlands	395

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182	Tamar Louisson	as an individual	Worser Bay	397
183	Simon Louisson	as an individual	Seatoun	399
184	Dave Flynn	as an individual	Hataitai	401
185	Anna-Marie O'Connor	as an individual	Hataitai	403
186	Glen Dodd	as an individual	Miramar	405
187	K Dodd	as an individual	Miramar	407
188	Elizabeth Jackson	as an individual	Karaka Bays	409
189	Hiromi Beran	as an individual	Wellington Central	411
190	Kate Loguteva	as an individual	Hataitai	413
191	Richard Keller	as an individual	Lyll Bay	415
192	Katie	as an individual	Newtown	417
193	Jacqui	as an individual	Khandallah	419
194	Patrick Wilkes	as an individual	Ngaio	421
195	Russell	as an individual	Kilbirnie	423
196	Sheila Hart	as an individual	Southgate	425
197	Mike mckee	as an individual		427
198	Fiona Curtis	as an individual	Kilbirnie	429
199	Lynley Jones	as an individual	Hataitai	431
200	Grant McNamara	as an individual	Oriental Bay	433
201	Vanessa Prockter	as an individual	Miramar	435
202	Gary Finlay	as an individual	Strathmore Park	437
203	Thomas Turton	as an individual		439
204	Amar	as an individual	Hataitai	441
205	Sophia		Brooklyn	443
206	Marc Dewes	as an individual	Karori	445
207	Craig Boyes	as an individual	Breaker Bay	447
208	Stephen Woolley	as an individual	Ngaio	449
209	Ken Allen	as an individual	Mount Cook	451
210	Jane de Lisle	as an individual	Hataitai	453
211	Ray Deacon	as an individual	Miramar	455

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213	Jonny Osborne	as an individual	Miramar	459
214	Michaela Urbanová	as an individual	Island Bay	461
215	J	as an individual	Newtown	463
216	Jay Garden	as an individual	Hataitai	465
217	Bill Viggers	as an individual	Kelburn	467
218	Georgina Preston	as an individual	Kelburn	469
219	Kath Tate	as an individual	Hataitai	471
220	I	as an individual	Wellington Central	473
221	Jarrold Crossland	as an individual	Maupuia	475
222	Ed Bedwell	as an individual	Crofton Downs	477
223	Gareth Jardine	as an individual	Khandallah	479
224	jenny cossey	as an individual	Strathmore Park	481
225	William John Herrick	as an individual	Miramar	483
226	Des Kelly	as an individual	Karori	485
227	Sheryl Dean	as an individual	Miramar	487
228	Sam Griffen	as an individual	Wilton	489
229	Kerry	as an individual	Hataitai	491
230	Annabel Ritch	as an individual	Kilbirnie	493
231	Anne Ingram	as an individual	Seatoun	495
232	William Shand	as an individual	Karori	497
233	Christine Kell	as an individual	Lyll Bay	499
234	Douglas Young	as an individual	Kilbirnie	501
235	Lukas Eling	as an individual	Northland	503
236	Linda Croy	as an individual	Strathmore Park	505
237	Don Boddie	Our Fishing Future inc	Other	507
238	Andy Brown	as an individual	Seatoun	509
239	Christian	as an individual	Khandallah	511
240	beth	as an individual	Seatoun	513
241	asher regan	as an individual	Te Aro	515

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242	Rodney Farrant	as an individual	Hataitai	517
243	George Sederis	as an individual	Hataitai	519
244	Matt Taylor	as an individual	Island Bay	521
245	Anastasia George	as an individual	Miramar	523
246	Nicole	as an individual	Strathmore Park	525
247	Peter Bruin	as an individual	Miramar	527
248	Claire Bruin	as an individual	Miramar	529
249	Debra@halton.co.nz	as an individual	Miramar	531
250	A Proud	as an individual	Wadestown	533
251	A de Liefde	as an individual	Hataitai	535
252	Mersina	as an individual	Miramar	538
253	Antonia	as an individual	Miramar	540
254	Chetan Parbhu	as an individual	Kilbirnie	542
255	Martin Rother	as an individual	Maupuia	544
256	Ken Glassey	as an individual	Newlands	546
257	Dave Gilroy	as an individual	Houghton Bay	548
258	Richard Scales	as an individual	Breaker Bay	550
259	Sam O' Donnell	as an individual	Hataitai	553
260	Liz	as an individual	Aro Valley	555
261	Sarah	as an individual	Aro Valley	557
262	Christian	as an individual	Hataitai	559
263	Kara Daly	as an individual	Khandallah	561
264	Katie little	as an individual	Johnsonville	563
265	Iona Woodward	as an individual	Aro Valley	565
266	Elliot	as an individual	Miramar	567
267	David Nalder	as an individual	Island Bay	569
268	James Mulcahy	as an individual	Hataitai	571
269	Kerry Parker	as an individual	Island Bay	573
270	Ben zwartz	as an individual	Vogeltown	575
271	juan correa	as an individual	Newtown	577

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273	Alice	as an individual	Miramar	581
274	Peter Clough	as an individual		583
275	Morgan Parker	as an individual	Mount Victoria	585
276	Gabrielle Redmond	as an individual	Miramar	587
277	Sarah-Jane Duncan	as an individual	Miramar	589
278	Amber Kyles	as an individual	Miramar	591
279	Tane ORorke	as an individual	Strathmore Park	593
280	Laura Jacksom	as an individual	Strathmore Park	595
281	Alexander Macfarlane	as an individual	Kelburn	597
282	Dave	as an individual	Kilbirnie	599
283	Mrs B	as an individual	Southgate	601
284	Richard Taylor	as an individual	Khandallah	603
285	Claudia Vallebella	as an individual	Miramar	605
286	Adrienne Linney	as an individual	Seatoun	607
287	Mark Coburn	as an individual	Mount Victoria	609
288	Diana O'Neill	as an individual	Hataitai	611
289	Christoph Martens	as an individual	Island Bay	613
290	Jenny Weber	as an individual	Hataitai	615
291	Rick Henderson	as an individual	Johnsonville	617
292	Thomas Andrews	as an individual	Crofton Downs	619
293	John Andrews	as an individual	Ngaio	621
294	Stuart	as an individual	Berhampore	623
295	Anna Serci-Taylor	as an individual	Miramar	625
296	James Taylor	as an individual	Miramar	627
297	Scott Higham-Lee	as an individual	Karori	629
298	Lucy	as an individual	Hataitai	631
299	MARK LI	as an individual	Miramar	633
300	Liz Burrow	as an individual	Miramar	635
301	Joe purdy	as an individual	Strathmore Park	637

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303	Robin Wilkinson	as an individual	Lyall Bay	641
304	Nick Cooper		Strathmore Park	643
305	Joshua Cairns	as an individual	Lyall Bay	645
306	Susan de Liefde	as an individual	Other	647
307	Jessica	as an individual		649
308	Isabella Cawthorn	as an individual	Other	651
309	Natalie Nesbitt	as an individual	Miramar	653
310	Steve Dixon	as an individual	Hataitai	655
311	James McCarthy	as an individual	Mount Victoria	657
312	Thomas Oates	as an individual	Hataitai	659
313	tom	as an individual	Churton Park	661
314	Charlie Hopkins	as an individual	Karori	663
315	Damian	as an individual	Kilbirnie	665
316	Jonathon Exley	as an individual	Miramar	667
317	Emily Blincoe	as an individual	Hataitai	669
318	Finnigan Illsley-Kemp	as an individual	Wadestown	671
319	Erik Behrens	as an individual	Southgate	673
320	Sue Dovey	as an individual	Hataitai	675
321	Joe	as an individual	Island Bay	677
322	Luke	as an individual	Island Bay	679
323	Scott Rozenberg	as an individual	Island Bay	681
324	Neil	as an individual	Berhampore	683
325	Rachel Kendon	as an individual	Hataitai	685
326	Doug Brennan	on behalf of an organisation	Brooklyn	687
327	Jon Munt	as an individual	Te Aro	689
328	Kirill	as an individual	Churton Park	691
329	Kristina Hoepfner	as an individual	Maupuia	693
330	Mike Green	as an individual	Kilbirnie	695
331	Heather Garside	as an individual	Northland	697

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332	Alexander Garside	as an individual	Northland	699
333	Jaci Sinko	as an individual	Lyll Bay	701
334	Spencer Voorend	as an individual	Roseneath	703
335	Gerardine Parkinson	as an individual	Miramar	705
336	Mark Stallmann	as an individual	Hataitai	707
337	Mike Mellor	as an individual	Seatoun	709
338	Andrew Scott	as an individual	Tawa	711
339	Justin Thirkell	as an individual	Island Bay	713
340	Craig Slack	as an individual	Other	715
341	Kirsty	as an individual	Island Bay	717
342	MJ Appleyard	as an individual	Churton Park	719
343	Dave Murray	as an individual	Other	721
344	Michael Instone	as an individual	Mount Victoria	723
345	Demian Dixon	as an individual	Newtown	725
346	Sonya	as an individual	Kaiwharawhara	727
347	Ralf Schwate	as an individual	Te Aro	729
348	Matthew	as an individual	Khandallah	731
349	Campbell Black	as an individual	Tawa	733
350	Nick Warren	as an individual	Tawa	735
351	Corwin Newall	as an individual	Tawa	737
352	Helen Scott	as an individual	Hataitai	739
353	David Jeaffreson	as an individual	Seatoun	741
354	Carol Stewart	as an individual	Brooklyn	743
355	Bjørn-Oliver Magsig	as an individual	Lyll Bay	745
356	matthew muntean	as an individual	Hataitai	747
357	Jean	as an individual		749
358	Barbara wheeler	as an individual	Aro Valley	751
359	Stephanie Cairns	as an individual	Rongotai	753
360	Michael Dowse	as an individual	Newtown	755
361	Heather Johnson	as an individual	Miramar	757

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362	Cel	as an individual	Hataitai	759
363	Neil	as an individual	Hataitai	761
364	Emmett Geoghegan	as an individual	Maupuia	763
365	Carmin	as an individual	Miramar	765
366	Chris Elgar	as an individual	Newtown	767
367	Christopher Town	as an individual	Kingston	769
368	Jana Major	as an individual	Moa Point	771
369	Eric Buscarino	as an individual	Other	773
370	Ruth Murphy	as an individual	Hataitai	775
371	Matt Flannery	Kupe Canoe Club	Hataitai	777
372	Michael Delahunty	as an individual	Hataitai	779
373	Simon Theeuwes	as an individual	Hataitai	781
374	Dean	as an individual	Lyll Bay	783
375	Sally	as an individual	Hataitai	785
376	Alastair Johnstone	as an individual	Hataitai	787
377	Igor Albornett	as an individual	Karori	789
378	Robert Mitchell	as an individual	Berhampore	791
379	Robert Poole	as an individual	Khandallah	793
380	Nik Wakelin	as an individual	Hataitai	795
381	M Dommett	as an individual	Brooklyn	797
382	Annie Mercer	as an individual	Rongotai	799
383	Ethan Tucker	as an individual	Karori	801
384	Amelia Wilkins	as an individual	Hataitai	803
385	John Howell	as an individual	Ngaio	805
386	Lea	as an individual	Other	807
387	Christian Hipp	as an individual		809
388	Catarina Gutierrez	as an individual	Roseneath	811
389	Russell Tregonning	as an individual	Seatoun	813
390	Craig Spanhake	as an individual	Lyll Bay	815
391	Steve Bielby	as an individual	Other	817

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392	Eleanor Jamieson	as an individual	Hataitai	819
393	Mark Holden	as an individual	Strathmore Park	821
394	Luke Taylor	as an individual	Newlands	823
395	Liv	as an individual	Hataitai	825
396	Raewyn Hurst	as an individual	Hataitai	827
397	ANDREW KENNEDY-SMITH	as an individual	Hataitai	829
398	Simon Vita	as an individual	Berhampore	831
399	Gokul	as an individual	Kilbirnie	833
400	Craig Rogers	as an individual	Hataitai	835
401	Graeme Gee	as an individual	Ngaio	837
402	Ella Borrie	as an individual	Newtown	839
403	Helen Copsey	as an individual	Breaker Bay	841
404	Aaron DANN	as an individual	Miramar	843
405	Sherryl Murphy	as an individual	Roseneath	845
406	Stacey Pilcher	as an individual	Strathmore Park	847
407	Sophie Harris	as an individual	Miramar	849
408	Jessica Wilson	as an individual	Mount Victoria	851
409	Amelia Vincent	as an individual	Berhampore	853
410	Gina	as an individual	Miramar	855
411	Duncan Domett	as an individual	Newtown	857
412	Beatrice	as an individual	Newtown	859
413	Josh Wright	as an individual	Mount Victoria	861
414	Paul Fraser	as an individual	Hataitai	863
415	Nicole McKee MP	as an individual	Hataitai	865
416	Duncan McKee	as an individual	Hataitai	867
417	Jean	as an individual	Hataitai	869
418	Joel	as an individual	Miramar	871
419	Henry	as an individual	Kilbirnie	873
420	Hugh Parker	as an individual	Miramar	875
421	Tim Hope	as an individual	Mount Cook	877

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422	Pc van melle	as an individual	Thorndon	879
423	Dan Addington	as an individual	Hataitai	881
424	James Dickson	as an individual	Hataitai	883
425	Ian Wards	as an individual	Island Bay	885
426	Pip Rawson	as an individual	Hataitai	887
427	Will Dalton	as an individual	Hataitai	889
428	Julie Williamson	as an individual	Strathmore Park	891
429	John Galvin	as an individual	Ngaio	893
430	Gary Baldwin	as an individual		895
431	Celia	as an individual	Brooklyn	897
432	Jacob Jolley	as an individual	Newtown	899
433	Justine	as an individual	Other	901
434	Kevin Francis	as an individual	Tawa	903
435	Rebecca Radford-Pyatt	as an individual	Other	905
436	Born and bred in Miramar.	as an individual	Hataitai	907
437	Dave Clarke	as an individual	Other	909
438	Minette Hillyer	as an individual	Mount Victoria	911
439	Zoe Heine	as an individual	Newtown	913
440	Josh	as an individual	Te Aro	915
441	Sophia	as an individual	Berhampore	917
442	Elizabeth Evans	as an individual	Other	919
443	Jon Harris	as an individual	Northland	921
444	Alistair Osborne	as an individual	Brooklyn	923
445	Hugo Vitalis	as an individual	Kilbirnie	925
446	Anna Scott	as an individual	Tawa	927
447	Julian read	as an individual	Miramar	929
448	Tobias Schmidt	as an individual	Newlands	931
449	Benjamin Matthews	as an individual	Roseneath	933
450	Bridget Lissaman	as an individual	Miramar	935
451	Zong Chen	as an individual	Hataitai	937

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452	Eliza Cummings	as an individual	Island Bay	939
453	Lauren	as an individual	Oriental Bay	941
454	Tim Harford	as an individual	Brooklyn	943
455	Christina Bellis	as an individual	Miramar	945
456	Hugh Blackstock	as an individual	Hataitai	947
457	Caleb Gordon	as an individual	Island Bay	949
458	boris johnson	as an individual	Other	951
459	Anaru	as an individual	Other	953
460	Lloyd	as an individual	Strathmore Park	955
461	Jemma Pound	as an individual	Other	957
462	Sam Kempthorne	as an individual	Brooklyn	959
463	Vanessa	as an individual	Miramar	961
464	Lois Gillies	as an individual	Miramar	963
465	Trish Given	as an individual	Hataitai	965
466	Nora Burghart	as an individual	Houghton Bay	967
467	Peter Butters	as an individual	Hataitai	969
468	Ryan Leatham	Evans Bay Yacht & Motor Boat Club	Miramar	971
469	Jane Thomassen	as an individual	Hataitai	973
470	Alex Dent	as an individual	Other	975
471	H Bythell	as an individual	Miramar	977
472	Richard Velvin	as an individual	Hataitai	979
473	Pablo Gomes Ludermir	as an individual	Island Bay	981
474	Mike	as an individual	Kelburn	983
475	Lillie	as an individual	Houghton Bay	985
476	Stephen	as an individual	Island Bay	987
477	nicole gaston	as an individual	Newtown	989
478	Anton Beliakov	as an individual	Broadmeadows	991
479	Thomas Goodman	as an individual	Mount Cook	993
480	Sarah Vernon	as an individual	Kilbirnie	995
481	Raquel	as an individual	Kilbirnie	997

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483	Marine Pomarede	as an individual	Strathmore Park	1001
484	Jay	as an individual	Hataitai	1003
485	R Johns	as an individual	Kilbirnie	1005
486	Katy Cottingham	as an individual	Wadestown	1007
487	David Abercrombie	Yachting New Zealand Inc	Other	1009
488	Nikolas	as an individual	Johnsonville	1011
489	Ryan O'Connell	Switched on Bikes	Other	1013
490	Kaye Foran	as an individual	Te Aro	1015
491	Matt	as an individual	Other	1017
492	.	as an individual	Hataitai	1019
493	Josh Wright	as an individual	Mount Victoria	1021
494	Rebecca Downes	as an individual	Houghton Bay	1023
495	Lauren Vargo	as an individual	Northland	1025
496	Jared Scarlett	as an individual	Johnsonville	1027
497	James Rossington	as an individual	Thorndon	1029
498	Emily Beausoleil	as an individual	Kilbirnie	1031
499	Isa	as an individual	Mount Cook	1033
500	Daniel Clarke	as an individual	Hataitai	1035
501	Bruno	as an individual	Hataitai	1037
502	Cam Vannisselroy	as an individual	Te Aro	1039
503	simon randall	as an individual	Lyll Bay	1041
504	Robert Cox	as an individual	Hataitai	1043
505	hadyn butler	as an individual	Other	1045
506	David Reid		Miramar	1047
507	Willy Simpson	as an individual	Mount Victoria	1049
508	Nikki Chilcott	as an individual	Hataitai	1051
509	Mary Clare McCarthy	as an individual	Tawa	1053
510	Bon	as an individual	Hataitai	1055
511	Matt	as an individual	Mount Victoria	1057

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513	Dominic Hill	as an individual	Ngaio	1061
514	Andrew Robertson	as an individual	Berhampore	1063
515	Nicholas Cavaye	as an individual	Te Aro	1065
516	Valerie Milne	as an individual	Te Aro	1067
517	Jonathan	as an individual	Newtown	1069
518	Nathan	as an individual	Miramar	1071
519	Dale Warburton	as an individual	Other	1073
520	Kain Glensor	as an individual	Mount Cook	1075
521	Steve Greene	as an individual	Ngaio	1077
522	Ross Madgwick	as an individual	Hataitai	1079
523	Colleen Madgwick	as an individual	Hataitai	1081
524	Robyn	as an individual	Miramar	1083
525	Patrick Conway	as an individual	Seatoun	1085
526	Matt Sharpe	as an individual	Mount Cook	1087
527	Robert	as an individual	Hataitai	1089
528	Benjamin Burkhart	as an individual	Newlands	1091
529	William	as an individual	Island Bay	1093
530	Paloma Sen	as an individual	Woodridge	1095
531	Henry Bennett	as an individual	Miramar	1097
532	Jonathan	as an individual	Mount Victoria	1099
533	Jamie McMahon	as an individual	Karori	1101
534	McLeish Martin	as an individual	Miramar	1103
535	Garth Bates	as an individual	Aro Valley	1105
536	Rob	as an individual	Miramar	1107
537	John	as an individual	Hataitai	1109
538	Emma	as an individual	Hataitai	1111
539	Sam Perry	as an individual	Hataitai	1113
540	Jason	as an individual	Hataitai	1115
541	Kair Lippiatt	as an individual	Kilbirnie	1117

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543	Phil Brownlee	as an individual	Other	1121
544	Kelly	as an individual	Hataitai	1123
545	Andy Davies	as an individual	Hataitai	1125
546	Joe Ede	as an individual	Te Aro	1127
547	Brian Andersen	as an individual	Kilbirnie	1129
548	Kay	as an individual	Seatoun	1131
549	Joanna Laurenson	as an individual	Miramar	1133
550	Emma Osborne	as an individual	Vogeltown	1135
551	Rachael	as an individual	Miramar	1137
552	Mark Randall	as an individual	Wellington Central	1139
553	Alex Sawicka-Ritchie	as an individual	Oriental Bay	1141
554	Charlotte	as an individual	Island Bay	1143
555	Ian	as an individual	Ngaio	1145
556	Harry	as an individual	Hataitai	1147
557	Laura Cosgrove	as an individual	Hataitai	1149
558	Cho Chan	as an individual	Te Aro	1151
559	Phil Williams	as an individual	Miramar	1153
560	Scott Dudley	as an individual	Miramar	1155
561	Chagan	as an individual	Maupuia	1157
562	Penny	as an individual	Hataitai	1159
563	Peter Ramage	as an individual	Other	1161
564	Emma	as an individual	Hataitai	1163
565	Peter Barlow	as an individual	Karori	1165
566	Merran Bakker	as an individual	Other	1167
567	Peter Barlow	as an individual	Karori	1169
568	Greg Bond	as an individual	Crofton Downs	1171
569	Luke Hiscox	as an individual	Hataitai	1173
570	David Gurr	as an individual	Hataitai	1175
571	Paul Wavish	as an individual	Northland	1177

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573	Michael Petherick	as an individual	Mount Victoria	1181
574	Fran Denton	as an individual	Kilbirnie	1183
575	Oliver O'Connell	as an individual	Lyall Bay	1185
576	Jane Westaway	as an individual	Mount Victoria	1187
577	Matt Davies	as an individual	Ngaio	1189
578	Ben Carroll	as an individual	Oriental Bay	1191
579	B	as an individual	Hataitai	1193
580	Anthony	as an individual	Hataitai	1195
581	Jaron Wilson	as an individual	Hataitai	1197
582	Lawrence Ball	as an individual	Brooklyn	1199
583	Ailish Neyland	as an individual	Johnsonville	1201
584	Jude Chittock	as an individual	Strathmore Park	1203
585	Alex Dyer	as an individual	Island Bay	1205
586	Aarron Chittock	as an individual	Strathmore Park	1207
587	Joey Sauer	as an individual	Mount Victoria	1209
588	Sam	as an individual	Island Bay	1211
589	Craig	as an individual	Churton Park	1213
590	John Hopgood	as an individual	Other	1215
591	Tim Leamy	as an individual	Newlands	1217
592	Nathalie Leamy	as an individual		1219
593	Sheila Mottram	as an individual	Kilbirnie	1221
594	Joey Shannon	Eastern Active Streets (EASt)	Roseneath	1223
595	Trudy	as an individual	Roseneath	1225
596	Tessa	as an individual	Island Bay	1227
597	Lav semu	as an individual	Miramar	1229
598	Sangita	as an individual	Miramar	1231
599	J. Abbot	as an individual	Aro Valley	1233
600	Mark Derby	as an individual	Lyall Bay	1235
601	Wiebke Heise	as an individual	Northland	1237

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603	James	as an individual	Berhampore	1241
604	Robyn	as an individual	Miramar	1243
605	Claire Penn	as an individual	Miramar	1245
606	Jay	as an individual	Miramar	1247
607	Rory Kilmister	as an individual	Tawa	1249
608	Sheena Kilmister	as an individual	Tawa	1251
609	Michael Kilmister	as an individual	Tawa	1253
610	Raja Dahya	as an individual	Miramar	1255
611	Gareth Smart	as an individual	Wellington Central	1257
612	Harvey Livschitz	as an individual	Aro Valley	1259
613	Ewan MacMaster	as an individual	Brooklyn	1261
614	PETRA PARKER-PRICE	as an individual	Lyll Bay	1263
615	Sam Pavan	as an individual	Kilbirnie	1265
616	Guy Shaw	as an individual	Newtown	1267
617	Hamish McIntosh	as an individual	Kilbirnie	1269
618	Carol Fortune	as an individual	Kilbirnie	1271
619	Adam Burtnick	as an individual	Lyll Bay	1273
620	Tom Finlay	as an individual	Other	1275
621	James kinsella	as an individual	Lyll Bay	1277
622	Nevena	as an individual	Hataitai	1279
623	Mark Johnston	as an individual	Berhampore	1281
624	Darryn Doriguzzi	as an individual	Newtown	1283
625	Klare Braye	Britannia Sea Scouts (and EBYMC)	Island Bay	1285
626	Brent Robinson	as an individual	Glenside	1287
627	Roger	as an individual	Karori	1289
628	Ross Petherick	as an individual	Strathmore Park	1291
629	Nicolas Vessiot	as an individual	Strathmore Park	1293
630	Julian Morton	as an individual	Hataitai	1295
631	Christopher Holland	as an individual	Miramar	1297

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633	Peter Nunns	as an individual	Berhampore	1301
634	Lyn Murphy	as an individual	Hataitai	1303
635	Sharon Wilkes	as an individual	Other	1305
636	thomas r	as an individual	Mount Victoria	1307
637	Bruce Geden	as an individual	Seatoun	1309
638	LANCE MCGREGOR	as an individual	Khandallah	1311
639	Jo Copland	as an individual	Roseneath	1313
640	kathy	as an individual	Other	1315
641	Tony	as an individual	Other	1317
642	Steffen zinkhan	as an individual	Other	1319
643	Martin	as an individual	Newtown	1321
644	Eamonn Marra	as an individual	Berhampore	1323
645	Jacob van Hulst	as an individual	Brooklyn	1325
646	Luke Amos	as an individual	Karori	1327
647	William	as an individual	Berhampore	1329
648	Sam	as an individual	Miramar	1331
649	Marianne Elliott	as an individual	Brooklyn	1333
650	James Leslie	as an individual	Lyall Bay	1335
651	Lachlan Patterson	as an individual	Karori	1337
652	Dan Grantham	as an individual	Newlands	1339
653	Hinrich Schaefer	as an individual	Strathmore Park	1341
654	Abha Sood	as an individual	Miramar	1343
655	TiLS	as an individual	Berhampore	1345
656	Susi Woelz	as an individual	Island Bay	1347
657	Louise Butler	as an individual	Other	1349
658	Samik Datta	as an individual	Mount Victoria	1351
659	Rowena Moss	as an individual	Other	1353
660	Geoffrey Read	as an individual	Maupuia	1355
661	Joshu Mountjoy	as an individual	Other	1357

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663	Caoimhghin Ó Maolagáin	as an individual	Other	1361
664	Shannon Craig	as an individual	Hataitai	1363
665	Meredith Lawry	as an individual	Hataitai	1365
666	Mark Walker	as an individual	Hataitai	1367
667	Russel Garlick	as an individual	Miramar	1369
668	Pamela Bell	as an individual	Hataitai	1371
669	Christianna Yu	as an individual	Hataitai	1373
670	Mahtab Assadian	as an individual	Hataitai	1375
671	Daravuth	as an individual	Kilbirnie	1377
672	Trent Hunter	as an individual	Other	1379
673	Dawn Field	as an individual	Hataitai	1381
674	Sam Gard	as an individual	Hataitai	1383
675	Cathy	as an individual	Hataitai	1385
676	Stephanie RJ	as an individual	Kilbirnie	1387
677	Stuart McKenzie	as an individual	Brooklyn	1389
678	Carl Howarth	as an individual	Newtown	1391
679	Rhedyn	as an individual	Newtown	1393
680	Quique	as an individual	Berhampore	1395
681	capcham	as an individual	Seatoun	1397
682	Fabian	as an individual	Highbury	1399
683	Susie Robertson	as an individual	Brooklyn	1401
684	Patrick Morgan	as an individual	Newtown	1403
685	Andrew Gow	as an individual	Mornington	1405
686	Isaac	as an individual	Island Bay	1407
687	Steve Cosgrove	as an individual	Newtown	1409
688	Steven Mahon	as an individual	Newlands	1411
689	andy	andy economical Greta Point Cafe	Brooklyn	1413
690	Anna	as an individual	Ngaio	1415
691	Steve	as an individual	Newlands	1417

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693	Meredith Paterson	as an individual	Brooklyn	1421
694	Peter Moore	as an individual	Miramar	1423
695	Anita holmes	as an individual	Lyll Bay	1425
696	Natalie	as an individual	Miramar	1427
697	Dirk Bol	as an individual	Miramar	1429
698	Kath Haines	as an individual	Newtown	1431
699	Andrew	as an individual	Newtown	1433
700	Tertuis Mostert	as an individual	Khandallah	1435
701	Chevelle	as an individual	Pipitea	1437
702	Richard Clemo	as an individual	Island Bay	1439
703	Thomas O'Flaherty	as an individual	Northland	1441
704	Oscar Damerham	as an individual	Mount Victoria	1443
705	Janice	as an individual	Maupuia	1445
706	Mark Murphy	as an individual	Mount Cook	1447
707	Melissa Edwards	as an individual	Newlands	1449
708	Rob McGregor	as an individual	Hataitai	1451
709	Benjamin Swale	as an individual	Karori	1453
710	Jaden	as an individual	Wadestown	1455
711	Ari	as an individual	Hataitai	1457
712	Grant Petherick	as an individual	Miramar	1459
713	Cath Byrne	as an individual	Hataitai	1461
714	Rebecca morrissey	as an individual	Hataitai	1463
715	Lance Cameron	as an individual	Khandallah	1465
716	Kenneth Dixon	as an individual	Other	1467
717	Amanda	as an individual	Miramar	1469
718	Douglas Williams	as an individual	Te Aro	1471
719	Hannah Draaisma	as an individual	Karori	1473
720	Brent	as an individual		1475
721	Tracy Burke	as an individual	Miramar	1477

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723	Neil	as an individual	Melrose	1481
724	Tania Neho	as an individual	Kilbirnie	1483
725	Cass	as an individual	Hataitai	1485
726	Hamish Smith	as an individual	Miramar	1487
727	george cook	as an individual	Melrose	1489
728	Grant Nalder	as an individual	Newlands	1491
729	Alex	as an individual	Houghton Bay	1493
730	Ian Lancaster	as an individual	Miramar	1495
731	K Walsh	as an individual		1497
732	cushla thurston	as an individual	Seatoun	1499
733	Andrew	as an individual	Tawa	1501
734	Oliver Ward	as an individual	Breaker Bay	1503
735	Peter Barber	as an individual	Lyll Bay	1505
736	Catherine Sangster	as an individual	Island Bay	1507
737	Ozzman Symes-Hull	as an individual	Ngaio	1509
738	Chris R	as an individual	Karaka Bays	1511
739	Patrick McKenna	as an individual	Northland	1513
740	Pete	as an individual	Mount Victoria	1515
741	Shane Sinclair	as an individual	Wellington Central	1517
742	Aaron Miller	as an individual	Newtown	1519
743	Charlie	as an individual	Other	1521
744	Sam Bridgman	as an individual	Brooklyn	1523
745	Anonymous	as an individual	Hataitai	1525
746	Lesley Calver	as an individual	Roseneath	1527
747	Shane Sinclair	as an individual	Wellington Central	1529
748	Tracey	as an individual	Seatoun	1531
749	Jim Mikoz	as an individual	Newlands	1533
750	Concerned citizen	as an individual		1535
751	Hugh Chesterman	as an individual	Berhampore	1537

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753	Asher Emanuel	as an individual	Mount Victoria	1541
754	Ann	as an individual	Seatoun	1543
755	Karla	as an individual	Roseneath	1545
756	Gavin Cho	as an individual	Hataitai	1547
757	Anon	as an individual	Miramar	1549
758	Jerome Stoebe	as an individual	Miramar	1551
759	Joey	as an individual	Hataitai	1553
760	Jason Mackiewicz	as an individual	Johnsonville	1555
761	John Seggie	as an individual	Karaka Bays	1557
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763	Ann Seggie	as an individual	Karaka Bays	1561
764	Anthony Grigg	as an individual	Oriental Bay	1563
765	Alecia	as an individual	Roseneath	1565
766	Alex	as an individual	Roseneath	1567
767	Andy Jackson	as an individual	Miramar	1569
768	Reece Fitzgibbon	as an individual	Other	1571
769	Alice	as an individual	Te Aro	1573
770	Marian	as an individual	Roseneath	1575
771	Jo	as an individual	Strathmore Park	1577
772	Brittany	as an individual	Miramar	1579
773	Jeremy	as an individual	Miramar	1581
774	James Court	as an individual	Seatoun	1583
775	Saby	as an individual	Other	1585
776	Jeff E	as an individual	Breaker Bay	1587
777	Christine Reid	as an individual	Crofton Downs	1589
778	John Reid	as an individual	Churton Park	1591
779	Oliver Neas	as an individual	Newtown	1593
780	Hemanth	as an individual	Hataitai	1595
781	Katrina Smith	as an individual	Hataitai	1597

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783	Dolores Hoy	as an individual	Newtown	1601
784	Daniel	as an individual		1603
785	Richard Martin	as an individual	Oriental Bay	1605
786	Natasha Furness	as an individual	Kelburn	1607
787	Carolyn	as an individual	Ngaio	1609
788	Erin Payne	as an individual	Miramar	1611
789	Andrew Robinson	as an individual	Miramar	1613
790	Christopher Dean	as an individual	Hataitai	1615
791	Lia Moon	as an individual	Hataitai	1617
792	Leanne	as an individual	Island Bay	1619
793	Daniel	as an individual	Kingston	1621
794	j moore	as an individual		1623
795	Alex M	as an individual	Hataitai	1625
796	Kaleb	as an individual	Hataitai	1627
797	Crosby Millar	as an individual	Hataitai	1629
798	Tim Priest	as an individual	Other	1631
799	Keith	as an individual	Newtown	1633
800	Felicity Gyles	as an individual	Te Aro	1635
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802	Peter Healy	as an individual		1639
803	Lesley Shaw	as an individual	Hataitai	1641
804	Malcolm Shaw	as an individual	Hataitai	1643
805	Roger Hopkins	as an individual	Hataitai	1645
806	Kirstin Donaldson	as an individual	Miramar	1647
807	Matthew Smith	as an individual	Other	1649
808	James Burgess	as an individual	Brooklyn	1651
809	M McLaren	as an individual		1653
810	Lucy Stewart	as an individual	Wadestown	1655
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813	Judith Dennis	as an individual	Lyll Bay	1661
814	Angus Pashley	as an individual	Hataitai	1663
815	Marios	as an individual	Island Bay	1665
816	Suze Keith	as an individual	Highbury	1667
817	Terry Kinloch	as an individual	Hataitai	1669
818	Ray Whelan	as an individual	Maupuia	1671
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820	Peter Van Dam	as an individual	Maupuia	1675
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822	Aidan	as an individual	Seatoun	1679
823	Andy Thorneycroft	as an individual	Mount Victoria	1681
824	Chris Coad	as an individual	Miramar	1683
825	Angela Mushet	as an individual		1685
826	Matthew Scowcroft	as an individual	Hataitai	1687
827	John	as an individual	Lyll Bay	1689
828	J Hargreaves	as an individual	Houghton Bay	1691
829	Cullum	as an individual	Mount Cook	1693
830	Mel Warner	Skate Ed	Mount Cook	1695
831	Laurence Harger	as an individual	Seatoun	1697
832	Karl	as an individual		1699
833	Kate mcHale	as an individual	Hataitai	1701
834	Greg Hunt	as an individual	Seatoun	1703
835	Sue Keats	as an individual	Roseneath	1705
836	Brendan Gould	as an individual	Other	1707
837	John Cleveland	as an individual	Hataitai	1709
838	P J MacDonald	as an individual	Island Bay	1711
839	Nick	as an individual	Northland	1713
840	Leanne	as an individual	Other	1715
841	Ellie McKenzie	as an individual	Kelburn	1717

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843	ralph johns	as an individual	Ngaio	1721
844	David Lloyd	as an individual	Khandallah	1723
845	S Scott	as an individual	Miramar	1725
846	Rhonda	as an individual	Johnsonville	1727
847	huhana maddock	as an individual		1729
848	Greta Gordon	as an individual	Other	1731
849	Peter Duckworth	as an individual	Tawa	1733
850	Dana	as an individual	Rongotai	1735
851	Richard Field-Dodgson	as an individual	Maupuia	1737
852	Olivia	as an individual	Hataitai	1739
853	Mike de Ruyter	as an individual	Oriental Bay	1741
854	Joanna	as an individual	Maupuia	1743
855	Susanne Hoggard	as an individual		1745
856	Karen Pedder	as an individual		1747
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858	NICKI FULLER	as an individual	Karori	1751
859	Natasha Zaicek	as an individual	Miramar	1753
860	Andrew Dinsdale	as an individual	Wellington Central	1755
861	Kate	as an individual	Hataitai	1757
862	Chris Goodger	as an individual	Miramar	1759
863	yorle wiesen	as an individual	Newlands	1761
864	Dan Sharpe	as an individual	Hataitai	1763
865	Carl Savage	as an individual		1765
866	Andrew Thompson	as an individual	Hataitai	1767
867	James Cockerill	as an individual	Johnsonville	1769
868	Ian Marshall	as an individual	Khandallah	1771
869	maralda Williams	as an individual	Miramar	1773
870	Neil Deans	as an individual	Khandallah	1775
871	Lynn cadenhead	as an individual	Khandallah	1777

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876	Mike Woods	as an individual	Hataitai	1787
877	Luciane Bryant	as an individual		1789
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885	Kim Kelly	as an individual	Breaker Bay	1805
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889	Morgan Fitzgerald	as an individual	Crofton Downs	1813
890	Mark Robinson	as an individual	Other	1815
891	Remy Thomassen	as an individual	Hataitai	1817
892	Morgan French-Stagg	as an individual	Khandallah	1819
893	Alistair Scadden	as an individual	Houghton Bay	1821
894	Adam Hayman	as an individual	Melrose	1823
895	David Sainty	as an individual	Melrose	1825
896	Wellington Resident	as an individual	Brooklyn	1827
897	Tina Groark	as an individual	Miramar	1829
898	Tom	as an individual	Hataitai	1831
899	Graeme	as an individual	Hataitai	1833
900	M Newton	as an individual	Miramar	1835
901	Hadyn Nicholls	as an individual		1837

Submission	Name	On behalf of	Suburb	Page
902	E Jenny Graham	as an individual	Hataitai	1839
903	Amanda Hale	as an individual	Mount Cook	1841
904	paul	as an individual	Seatoun	1843
905	Richard Ellis	as an individual	Strathmore Park	1845
906	James Fraser	as an individual	Newtown	1847
907	Scott	as an individual	Mount Cook	1849
908	Steve Hutchison	as an individual	Other	1851
909	Rob McIlroy	as an individual	Hataitai	1853
910	Marc Woodbury	as an individual	Hataitai	1855
911	Frances Velvin	as an individual	Hataitai	1857
912	Chris Velvin		Hataitai	1859
913	nicholas booth	as an individual	Melrose	1861
914	Frances Ross	as an individual	Highbury	1863
915	Casey James	as an individual	Brooklyn	1865
916	Grace Thomas-Edmond	as an individual	Miramar	1867
917	Kimberley Sowter	as an individual	Miramar	1869
918	Pippa burch	as an individual	Miramar	1871
919	Andrew Williams	as an individual	Southgate	1873
920	James	as an individual	Hataitai	1875
921	Bianca Grizhar	as an individual	Aro Valley	1877
922	Roland Sapsford	as an individual	Aro Valley	1879
923	Yvette Southorn	as an individual	Karori	1881
924	Luke Southorn	as an individual	Karori	1883
925	carol Wahrlich	as an individual	Miramar	1885
926	Dr Marion Leighton	Doctors for Active, Safe Transport	Newtown	1887
927	stuart gardyne	as an individual	Roseneath	1889
928	Caroline Shaw	as an individual	Hataitai	1891
929	Christine Hope	as an individual	Miramar	1893
930	Barend Craig	as an individual	Northland	1895
931	Dion Thomas	as an individual	Brooklyn	1897

Submission	Name	On behalf of	Suburb	Page
932	Barry Mahon	as an individual	Hataitai	1899
933	Andrew Green	as an individual	Miramar	1901
934	Lorna Zach	as an individual	Kilbirnie	1903
935	Teresa Maguire	as an individual	Hataitai	1905
936	Nicci Wood	as an individual	Mount Victoria	1907
937	Richie Pool	as an individual	Hataitai	1909
938	Kate Duckworth	as an individual	Hataitai	1911
939	JM	as an individual	Mount Victoria	1913
940	Nick Bates	as an individual	Miramar	1915
941	Toby Gee	as an individual	Hataitai	1917
942	Ingrid Kolle	as an individual	Seatoun	1919
943	Chris	as an individual	Mount Victoria	1921
944	MARY BARR	as an individual	Te Aro	1923
945	Ian Armitage	as an individual	Tawa	1925
946	Peter Hodge	as an individual	Miramar	1927
947	Anne Cawthorn	as an individual	Other	1929
948	Michael Brown	as an individual	Other	1931
949	Tim Cookson	as an individual	Hataitai	1933
950	Dunn	as an individual	Seatoun	1935
951	Kenneth Marshal			1937
952	Christine	as an individual		1939
953	Rod Page	as an individual		1941
954	Bart Simpson	as an individual	Hataitai	1943
955	Shiree Hart	as an individual	Hataitai	1945
956	Adrian Rivers	as an individual	Other	1947
957	Jed McDermott	as an individual	Island Bay	1949
958	Richard Edwards	as an individual	Island Bay	1951
959	Silke Koepl	as an individual	Strathmore Park	1953
960	David Laing	as an individual	Hataitai	1955
961	Andrew	as an individual	Thorndon	1957

Submission	Name	On behalf of	Suburb	Page
962	Darrin	as an individual	Glenside	1959
963	sara rogers	as an individual	Other	1961
964	Angus Middleton	as an individual	Roseneath	1963
965	Nathan	as an individual	Other	1965
966	C	as an individual	Hataitai	1967
967	Sebastian Johansson	as an individual	Wellington Central	1969
968	Ciaran O'Kelly	as an individual	Brooklyn	1971
969	Dani	as an individual	Miramar	1973
970	Phillipa Guthrey	as an individual	Mornington	1975
971	Elizabeth Barnao	as an individual	Newlands	1977
972	Sam	as an individual	Hataitai	1979
973	Jeremy Baker	as an individual	Hataitai	1981
974	Rawiri	as an individual	Other	1983
975	Luke Petterson	as an individual	Hataitai	1985
976	Colin	as an individual	Island Bay	1987
977	Erwin Kerbus	as an individual	Khandallah	1989
978	Julie Anne Genter	as an individual	Berhampore	1991
979	Peejay wybrow	as an individual	Mount Victoria	1993
980	Caroline Vincent	as an individual	Brooklyn	1995
981	Helen Bibby	as an individual	Miramar	1997
982	Amanda	as an individual	Hataitai	1999
983	Nicholas wienand	as an individual	Te Aro	2001
984	Mike Hood	as an individual		2003
985	Frances Velvin	as an individual	Hataitai	2005
986	cameron	as an individual	Other	2007
987	William Hines	as an individual	Hataitai	2009
988	Shar	as an individual	Miramar	2011
989	James Harris	as an individual	Newtown	2013
990	Tina	as an individual	Melrose	2015
991	Tim hawley	as an individual	Karori	2017

Submission	Name	On behalf of	Suburb	Page
992	Dylan Packman	as an individual	Brooklyn	2019
993	Liam Harrison	as an individual	Newtown	2021
994	Al	as an individual	Miramar	2023
995	murray Thomas	as an individual	Mornington	2025
996	Jack Roy	as an individual	Northland	2027
997	Nik Zahariadis	as an individual	Strathmore Park	2029
998	Elodie Berthe	as an individual	Houghton Bay	2031
999	Elisabeth Mikkelsen	as an individual		2033
1000	Jeff Zais	as an individual	Miramar	2035
1001	Andrea Goethals	as an individual	Northland	2037
1002	Mick Brady	as an individual	Kilbirnie	2039
1003	Jane Nicholson	as an individual	Wellington Central	2041
1004	Catharine Underwood		Brooklyn	2043
1005	Nathan	as an individual	Wellington Central	2046
1006	Mona Oliver	as an individual	Lyal Bay	2048
1007	Emma Alcock	as an individual	Aro Valley	2050
1008	Rebecca Hollingsworth	as an individual	Other	2052
1009	Dan Hunt	as an individual	Hataitai	2054
1010	Egor	as an individual	Other	2056
1011	Elric	as an individual	Newtown	2058
1012	Peter Hayman	as an individual	Other	2060
1013	Jill Ford	as an individual	Newtown	2062
1014	Kylie Barlow	as an individual		2064
1015	Chris Sutcliffe	as an individual		2066
1016	Chris Fry	as an individual		2068
1017	Frank Wall	Greta Point Body Corporate		2070
1018	Howard Davis & Kim Eriksen	as an individual		2072
1019	Jonathan Coppard	Cycle Wellington		2074
1020	Bhagee Ramanathan	as an individual		2076
1021	Adrienne Linney	as an individual		2078
1022	JONATHAN BHANA-THOMSON	NZ Heavy Haulage Association		2080

Submission	Name	On behalf of	Suburb	Page
1023	Ellen Blake	Living Street Aotearoa		2082
1024	John Kennedy-Good	as an individual		2084
1025	Paul Beaumont	as an individual		2086
1026	Arran Whiteford	Environmental Reference Group		2088
1027	Duncan Allan	Wellington Skateboarding Association	Khandallah	2090
1028	Prudence Walker	Disabled Persons Assembly NZ		2092
1029	Juliet Cooke	as an individual	Khandallah	2094
1030	Eldred Gilbert	as an individual	Hataitai	2096
1031	Graeme Yule	Scots College		2098
1032	Mark Coburn	Port Nicholson Ponoke (PNP) Cycle Club		2100

NAME: Svend Hansen	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

It's great to remove some of the parking from the area, but I don't really think there should be any on-street parking on a busy traffic route like this. Maybe it could all be phased out to allow even more space and visibility for the cyclists, pedestrians, driver and in particular busses that use the route.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

It's important to connect up the bits of fragmented cycle paths across the city, and this seems to be an important step in doing so. It's still only a small piece of the puzzle, and it would also be great to see some actual restrictions or other measures to reduce driving.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Katie Benson	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Make sure the final designs put people first

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

More people will cycle and walk in this area, and more people may be persuaded to take the bus if the journey time is shortened

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

3

NAME: Ryan Hunt	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Grippy surface on walkways under wet conditions

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Easy connected route into CBD for cyclists to commute to work

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

4

NAME: Colby Raley	SUBURB: Oriental Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Safe and easy option for cyclists!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Roman Francis	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Make provision for additional vehicle parking in the boat ramp/trailer parking area for other recreational users such as marina or EBYMBC members

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

The Wellington climate is not conducive to modes of transport that do not protect from the elements, so habits will not change easily.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Low importance

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

6

NAME: Ellen Miller	SUBURB: Houghton Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

So excited to have the missing link completed in the cycle path. Would be great to have bollards or something similar to stop people parking over it. Also, I know people will still want to park. How about working with the yacht club?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Wonderful safe cycle route completed.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Amanda	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Chris East	SUBURB: Southgate	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

As an experienced, competitive cyclist this infrastructure doesn't suit me but I'm supportive

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Vivian Leslie	SUBURB: Thorndon	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

by removing so much parking you will create so much competition that it will impact the clubs and groups in the area. most people using the stretch from cog park to the marina recreationally have a reasonable amount to gear for water activities that is not always practical to transport on a bike or walking. this could not only lead to a drop in numbers but also to people not taking the gear they need ie enough warm clothes, and requiring more outside help. this looks like it has been designed for a city which doesn't use cars, which Wellington is not yet. surly you could put a clear way in between the parking you have allocated at the boatshead and the yacht club, to be used on weekends or weekends evenings. the area of haitaitai beach and part of the boatshead is used alot by families and having no parking near by and a shared path with little people is also not safe. why is this area no being treated the same as oriental bay? as it is use in the same way and by proportionally similar numbers of people af peak times.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

at the moment with nothing being done about public transport you are building for less cars but forcing people into private cars, marginalising those who cannot use bikes and dont have the fitness to walk

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Neutral

NAME: Ari Sargent	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The removal of significant numbers of on-street car parks around the yacht club will severely impact the ability of the club to hold regular sailing events (including youth and disabled sailing) and regattas that attract visitors from the wider Wellington region and nationally.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important

NAME: Rae	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Robert Berry	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

people will be more inclined to use green transport if the infrastructure supports it, particularly from a safety perspective

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Warren Rankin	SUBURB: Brooklyn	ON BEHALF OF: Evans Bay Marina Tenants Group	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Driving large trucks and cars with trailers will find accessing the precinct very difficult and dangerous. When coming south they will need to go to the opposing lane to be able to turn into the access ways. Parking is currently insufficient and residents use the marina and launching ramp the cycleway will add huge pressure that the zone cannot cope with, impeding recreational use and stopping Wellingtonians enjoying their recreation. The area is zoned recreation not parking.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

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How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?	How important is it to have a connected and complete network of biking routes across the city?
Not important	Not important

NAME: Yvonne Weeber	SUBURB: Lyll Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Reduce the speed limit to 40 or 30 KM/h. Stop acting as though the road is a State Highway for long, wide oversized and dangerous goods vehicles. Start thinking about the community that uses the road not the big freight vehicles.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Very negative
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Having a constant bike path along the coastline is an excellent idea but it shouldn't be to the detriment of the other recreational users of Hataitai Beach. Carparking is essential for families and old people who use

beach in the summer months. You need to keep the parking, reduce the road width and slow the speed of the traffic passing through here.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Colin Lee	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The recreational activities completed from the EBYMBC facility (and wider area) require users to bring their vehicles as it is not practical to bring your sailing gear/kayak/paddleboard/waka/fishing gear on a bike or the bus. Losing the amount of car parking that is being proposed is going to be very detrimental to the operation of both EBYMBC, its affiliates and casual recreation users of the area.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

As more people convert to electric vehicle usage this will significantly reduce the effect of emissions from road transport.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Mike brewer	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Enough space to safely ride along. Separate from walkers

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Quick and easy to ride to city. It's the most dangerous/ congested section at the moment

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Tamsin Royson	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Providing viable, safe and varied transport options for people using and transiting the area. Safe and accessible connectivity from the new paths into surrounding suburbs, especially connections into Hataitai and Roseneath at Maida Vale Rd, Rata Rd and SH1/Wellington Rd. Safety for pedestrians and cyclists using the new paths - including adequate lighting, appropriate separation, and clear, frequent signage. Mitigating parking impacts for existing residents, commercial and recreational users while not compromising pedestrian and cyclist safety.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Having safer options to walk, run or cycle will encourage modal shift and reduce vehicle use and associated emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

I suggest the following issues for consideration and potential improvement in the final design:

Connectivity

- While the new paths will provide good connections into Miramar and Kilbirnie, there is limited safe connectivity into Hataitai and Roseneath due to inadequate crossing points, poor sight lines or lack of safe onward connections (especially SH1 at Cobham Drive/Wellington Road).
- I suggest consideration of incorporating some form of cycle on/offramp into the intersection design at Maida Vale Rd, Rata Rd, and Belvedere Rd, to assist cyclists accessing or exiting the Evans Bay Parade cycle paths at these points.
- At the Evans Bay Parade/Rata Rd intersection, please give consideration to reshaping the road corner to remove the dangerous bend and provide greater visibility of northbound motorists for those wishing to turn from Evans Bay Parade into Rata Rd.
- At Cobham Drive/SH1 Wellington Rd, the only options to access the southern end of Hataitai are to ride onto SH1 (which already feels unsafe), or to ride illegally on the footpath to connect to Hamilton Rd. The proposed design removes the Advanced Stop Box for the turn into SH1, further reducing cyclist safety on this connection. Please consider retaining the advanced stop box and/or designating the stretch of footpath between Cobham Drive and Hamilton Rd a shared pedestrian/cycle path, with appropriate signage.

Safety improvements

- Poor lighting is an existing problem in this area, particularly for pedestrians/runners using the existing footpaths at night - the area is dark and does not feel safe. Moving the pedestrian path further back from the road at Greta Point will further exacerbate this as pedestrians can no longer be seen by passing cyclists and motorists at night. Please ensure adequate lighting along the length of the route, for both pedestrian and cycle paths.
- Crossing points - the Evans Bay Yacht Club driveway is already a dangerous pinch point for pedestrians, cyclists and motorists. Suggest incorporating red path markings and a flashing exit sign (as used outside Spotlight on Hutt Rd).
- Where pedestrians and cyclists are not fully separated, adequate signage will be essential to indicate that all users need to show courtesy and be aware of their surroundings. These users already come into conflict on the existing stretches of shared path where not all are aware of the need to share the space. Particular care should be taken to signage and path markings around Hataitai Beach, Britannia Sea Scouts, and the Evans Bay Yacht Club exit.
- I support the proposed slow zone between NIWA and Hataitai Beach.

Parking

- In general, I support the parking changes proposed. I note that while this will impact some residents and recreational users, I believe that there are sufficient options retained in the area in the overall design.

- Adequate time-limited parking should be retained and actively enforced to allow recreational users such as Britannia Sea Scouts (as well as users of the tennis courts, park and kayakers etc accessing Hataitai Beach etc) to move gear and boats to and from the hall. However, I do not support the submission of the Scout group that more parking is required for pickup and dropoff of children attending - there is sufficient parking retained at Cog Park and park-and-walk or carpooling can be encouraged to mitigate the impact of loss of carparks.
- If lack of parking is considered an issue by a large number of submitters, you may wish to consider adding limited angle parking for beach and recreational users of the area using the reserve space opposite Hataitai Beach. The current reserve is shaded for most of the day and not heavily used by recreational visitors or residents.

Supporting infrastructure for active transport

- It's great to see more bike parking already being installed at Hataitai Beach and more in the draft design - more of this, please!

NAME: Alex	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

More work is needed to disincentivise driving as opposed to encouraging NMT and public transport

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Thomas Guldborg	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please make it clearer which path is for bikes and which is for pedestrians and police it. New Oriental bike path is full of runners, walkers, and dogs, no room for bikes

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Not enough people ride bikes and I don't see that changing

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: David Tildesley	SUBURB: Mount Cook	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

I am a cyclist. There is no need for this change. It works fine the way it is. I am also an EMBYC member and parking on club sailing days is already at a premium for those of us that bring our boat on a trailer. This proposal will make it worse. I suggest that instead of extending the new cycle way to Cobham drive, stop it short 100 meters from EBMBYC because the path is sufficiently wide from there on for pedestrian and cyclists. This would also save money.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

The safer people feel whilst riding, the more likely they will use cycles to get around.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Mike Rawson	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

Please stop taking away car parks. Find a solution to improve bike/pathways without negatively impacting motorists

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Eddie Szalkowski	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Still keep the car parking but put a designated painted cycle lane on the outside of the car parks.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Im not against cycleways its just the design and manor of how they are being introduced without the full impact of other users in general. There is plenty enough space already for walkers. But I thinks cyclists still need to be on the roads.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: D Gorton	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Evans Bay Parade is heavily used for recreational purposes, active transport and commuting by bike, e-bike, and scooter. The current cycle and foot paths are totally inadequate, congested, unsafe, and create conflicts between different users. To ensure Wellington remains a liveable city that all people are able to move around safely, and to do our part in reducing greenhouse gas emissions, non-car modes of travel need to be made easy, safe, and appealing. I fully support the cycleway being built to support a fairer allocation of space to enable these modes of travel. We cannot continue to build cities around cars, we need to build them around people. I fully support building the cycleway. As a resident I will lose the place where I park my car, but I have no expectation that the ratepayers of Wellington should be expected to provide free public parking to every person in every household wherever they wish to go, in preference to desperately needed infrastructure that will enable people to more safely live their lives and move around the city. There are some suggestions I would like to make to the design: - please provide access onto the cycleways where there are roads opposite (ie. a gap in the kerbing) to enable people on bikes who are joining the cycleway from a side road to not have to dismount - I do not see the point of pedestrian zebra crossings across the cycleway if there is not a corresponding zebra crossing on the road. You are directing people to cross in front of bikes and stop in front of them/block the cycleway while they wait to cross the road. This seems unsafe - there will still be people who choose to ride their bike on the road, often because they are travelling at a speed that is not safe for a cycle path (eg. e-bikes), the path is too congested, or for the segment they are riding it makes more sense to be on the road than keep crossing over to the cycleway. On-road cyclists still need to be accounted for so please ensure the road is still safe for them eg. don't remove stop-boxes, and kerb extensions create a hazard for cycling on road. - where driveways cross the cycle lane and foot path there needs to be zebra crossings clearly painted so cars are reminded to give way, including at the entrance to NIWA and the yacht club - The benefits of the cycleway won't be maximised until it is complete the whole way through, so please progress the remaining sections as rapidly as possible

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive

Living in the area?

Very positive

Working/owning a business in the area?

Very positive

Living with mobility or accessibility issues?

Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It is one of the most important changes that can be made to reduce greenhouse gas emissions. Emissions from transport are one of the biggest contributors to New Zealand's emissions. To create a shift in transport patterns to reduce car use, there needs to be the infrastructure to support cycling, walking and other non-car modes to make it a safe, appealing and time-efficient mode of transport.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Victoria	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Leave out the raised pedestrian crossings

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It will help people taking public transport, biking and walking instead of using cars

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Māia Townsend	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I'd like there to be a playground and for it to be easier to get there. And I'd like to be able to ride my bike easily

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Because if we stop using as many cars and use bikes there won't be as much pollution

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Kāhu Townsend	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Maybe make a playground there, so there would be easier ways to get to playgrounds.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Because if there are cars that use petrol it will kill the trees and without trees we'll lose air and without air we'll die.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Liam Daly	SUBURB: Te Aro	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Accessibility - the changes look good a a glance for people with wheelchairs and other disabilities. However, it would be good if an independent expert in universal design could review all active transport/urban design improvements to ensure universal design is the standard. For example, curb cuts should be the norm throughout this change and the entire city. Users of the boat clubs and beaches - Some submitters want the council to ensure that drivers can still access the beaches and boat clubs easily. However, to support true mode shift we need to move beyond a "commuter" mindset and support people to move away from using private cars entirely. In this vein, improvements around the boat clubs and beaches should improve access to pedestrians, cyclists, and public transport users at all times of day. Bike parking should be ubiquitous, for example. This will ensure the area is improved for all users. WhfĀtaitai connections - there is an opportunity here to improve connections to WhfĀtaitai on Belvedere and Rata roads, so please don't miss it. Foot users on the cycleway - this is a big problem on the existing cycle path around greta point. Better separation (e.g. planting and landscaping) between pedestrian and cycle lanes will help improve this. making the pedestrian path more desirable by using softer materials will also guide people onto it. Cycleway and car separation - there needs to be a physical barrier between the road and cycleway, otherwise road users will park in and drive over the cycleway and footpath illegally. Bollards or other physical barriers will help mitigate this.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Mode shift is the only real way to tangibly reduce emissions from transport, and quickly. So this is a positive move. However, urban designers need to consider not just carrots but sticks - we need to discourage driving through well-designed street spaces and reducing car access. Removing carparks is one way to do this, but attention needs to be paid to other measures which will discourage people from driving. The reason I haven't marked "very positive" is because complete redesigns and building of hard infrastructure have their own emissions. concrete, asphalt, and the vehicles used to lay them (including their entire supply chain) will release emissions in some form. It would be good to see the council look towards ways of minimising these emissions, by using dirt/gravel paths or recycled materials - or just reallocating existing space through tactical urbanism. Long-lasting solutions like brick roads (see Europe) or indigenous technologies from around the world (see the vast ancient cities which existed in Asia/South America) should be looked to for inspiration.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Vinnie Sharp	SUBURB: Johnsonville	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

It's Ludacris to think that slowing traffic and introducing pedestrian crossings on Cobham Drive will "Get Wellington Moving." We need to spend the money to put in overhead walkways rather than further slowing down traffic that already has problems. I work on the peninsula and the traffic backs up from the Basin to the ASB stadium roundabout and you want to impeded that traffic flow even further?? Ridiculous. I pass a handful of bikes between Johnsonville and Miramar each day. During the same journey I pass hundreds of cars. Allocating this amount of money and road space to such a small percentage of users is an irresponsible use of rate payers money.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

When vehicles are moving, they produce less carbon emissions as more of the emissions are burnt off. These changes will increase travelling times see vehicles idling for much longer, which will in turn, increase emissions. You can't bully people off the road by making roads less useable.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: hamish	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I only ask that there is enough room for bikes to ride 2 abreast.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Trina Rice	SUBURB: Lyll Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Very negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Bob Jones	SUBURB: Aro Valley	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Anything to get cycles off the road

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

because i like life

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

NAME: Kara	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

parking for residents around hataitai beach area. I am concerned about the loss of parking in that stretch. possibly encourage residents who have driveways and garages to use them for their vehicles to make room for those who do not have driveways and will need to park on the street. More weekend bus options. I also want to say that in 2021 i was hit by a car at the crossing at the dog park/Patent Slip, and strongly approve of improving the crossings. Yes please.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

i love the idea of creating more people spaces than car spaces, i want to live in a city that prioritizes good transportation over cars

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Shane	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Accessibility for the people living there needs to be a serious consideration. Taking away parking when people do not have access to a garage is ridiculous. It puts the people against each other, to fight for parking close to where they live. This will make Evans Bay a harder and more hostile place to be for the people that live here

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

You cannot force people to suddenly take public transport or travel using a bike - just by taking away their ability to park a car on a road. Public transport needs to be more consistent, cheaper and expedient, to be

considered an option. Cycling an hour to work isn't an option for most residents. Taking away parking doesn't automatically solve or help with climate change. It doesn't make people sell their cars and buy a bike.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Low importance

NAME: L	SUBURB: Wadestown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please retain as many car parks as possible. Demand for parking will increase, but accept some must go to make this pathway possible.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

More safe options for non-car transport.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Robb Morison	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Council looks to be taking a section of road down to one lane from the image provided. It's a busy road, LGWM, what a joke. Create a bottle next for vehicles!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Council is just tinkering. I mean allowing development in coastal areas with expected sea level rises. How many vehicles does council lease or own. Particularly for management, part of the perk of being a manager. Council needs to get it's own house in order first, then focus on whipping residents into line.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: J Jones	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

This is a key connection route into the city - by putting bus stops in traffic, this will cause backups, more congestion, and a huge slowdown in general traffic. Start-stop is also hugely carbon intensive, so not sure how this helps the climate emergency part. This route isn't just for pedestrians and bicyclists. Please consider the rest of us.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Did I mention the start-stop thing with buses? So every time a bus stops in traffic, everyone behind the bus will have to stop as well, reducing the efficiency of this route (one of two key routes into the city from the eastern suburbs!)

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Bojan Cvetkovic	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Accessibility to the area by car will be severely impacted. If you need to bring any equipment to the area, be it a kayak, boat, windsurfer, it sounds like it will be next to impossible to get a park. I'm in favour of the changes in general, but it feels like the pendulum has swung too far the other way. I'm an active user of the marina, and most often park on the road. That option will be largely gone under this proposal. I would have to compete with Kilbirnie park users for carparks around there. What I find when driving around the area is that users of the footpath diminish the further around the coast you head. So the area in consideration doesn't seem that used compared to the marina facility. If you make the proposed changes I would suggest that you find a solution to the loss of carparks.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Look, lets be realistic here, Wellington weather is very volatile. If the weather was more consistently good, perhaps this would have a larger impact. That coast however, is extremely exposed and the weather is what we are all familiar with. On these less than ideal days, few people will take on that coast. Most users will be fair weather users.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Neutral

How important is it to have a connected and complete network of biking routes across the city?

Neutral

NAME: Nick Koirala	SUBURB: Churton Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

While people will walk and ride bikes it'll mostly be for recreation and people will take alternative routes or still drive for travel purposes.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Gwilym Rees	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

your limiting people with disabilities to get the cafe. No parking for dog owners at the dog park. Lack of parking at the beach

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

it will increase. more cars are having to stop, working at less than optimal conditions

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Samuel Mellor	SUBURB: Mount Cook	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Cassie Sutherland	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Don't know
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

We need to move away from a car-centric city in order to reduce our emissions. I.e. cars need to not be the priority anymore. If people have a safe place to commute via walking or cycling, this will encourage them to get out of their cars.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Alex Gray	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

This route is the main route for supermarket trucks and petrol tankers to access the eastern suburbs. The 4 raised pedestrian crossings will slow trucks down, making more noise and fumes which is bad for the environment. I believe the crossings are adequate at grade as there is no evidence of pedestrian injuries. Also in places the lane width is only 3.2 metres. This is unsafe for large vehicles especially petrol tankers. Surely at pinch points the cycle or footpath could be a tad narrower so that the road width is at least 3.4 or even 3.5 metres?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Positive
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

By proposing 4 raised pedestrian crossings all the trucks and buses will have to brake, slow down and then accelerate. This will use more fuel=more pollution. The pedestrian crossings should be at grade not raised.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Oliver Seiler	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

NAME: Paul Glover	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

The work done so far feels so safe and healthy. Vital to finish the link. Proper segregation is vital. Safety from vehicle crossings needed. Turning options into Rata Road would be great. This enhances our beautiful waterfront.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Active healthy transport is core. Great for people

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Danielle	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: aisy sanders	SUBURB: Melrose	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

make it safe for Children and we'll be able to cycle from Kilbirnie into CBD as a family

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Don't know
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

more alternatives to polluting single occupancy vehicles is well overdue

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Glenn Syman	SUBURB: Wilton	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

I am a keen cyclist and use this route regularly. But I am also an active sailor. This requires a car+trailer to the Evans Bay club. Parking on club days is already at a premium, so I dispute the method of calculating parking occupancy. Removing so many parking spacing within 250m of the Evans Bay Yacht club will seriously affect peoples access to sailing, waka, canoeing and fishing recreation. The plan must take account of all recreations, not just cycling.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

The cycleway will encourage people to use cycles, instead of cars, but the impact will be minor.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: James Kehoe Rowden	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Fewer bus stops. More people cycling and walking instead of using cars.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Jane Bulpin	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More people cycle if there was a safe option, this provides it

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Emma	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thank you for the opportunity to feedback on this proposal. Before I get into this, I want to say that having a cycle lane is great and it is important in this area; but it can also be done without significantly disturbing those using the area for recreation and residents of the area. My following submission will focus predominantly on the impact of removed car parking in the Hataitai Beach area for residents. The proposed changes would have far further negative impacts on recreational use of the area, which I'm sure you will also get a large amount of feedback on and therefore I will not focus on as much. I understand from the online seminar that there were not any other parking options explored for the Hataitai Beach area (just that the plan was based on parking policy guidelines). I've lived in the area for years and consider I know it well, as such I've also included a few ideas which I think are worth consideration to keep as many people as happy and safe as possible. Parking: There needs to be parking, at least for residents, near Hataitai Beach. There are four properties in the direct area (that I am aware of, there may be more) that do not have off-street car parking. The Council consented these properties, knowing there was no physical means for off-street parking due to the nature of the properties (some of these were some-what recent subdivisions of sections). The Council is happy to reap the benefits from the full rates of these properties however is also very happy to remove reasonable access to the properties, leaving rate-payers angry and significantly impaired in accessing their properties. We are lucky in this small area to have a diverse range of residents including young people house sharing/flatting, young families with children, elderly and those in between. The reality of this demographic is that, for people in this area there are multiple cars per property. Now those with no off-street parking rely on the parking in the Hataitai Beach area for themselves, visitors (for example parents to assist with young children, nurses to assist the elderly etc). Whenever I look out the window, there are consistency more than seven cars parked on the road at any one time, the removal of all car parking and only seven parks right around the corner which would consistently be full does not cut the mustard for the needs of the people who live here, let alone those that like to visit it. Hataitai Beach is fantastic and loved by many. Currently in the summer, residents can't get parks anywhere near the beach because it's so popular. Which is fine, but you remove all that current parking - the situation worsens. You have people, families, children walking further to the beach (you're removing the bus stop, so they can't bus there and jump off!) which creates a number of hazards for them but also the cyclists you're building the pathway for. Do you really think putting a time restriction on parks is going to impact how long a family with four kids would stay on the beach? Come on. Accessibility: The Hataitai Beach area needs to continue to be accessible for those of all ages and mobility. Currently residents of Hataitai Beach are who do not have off-street carparking are able to park close to their houses and/or jump on/off the bus just as close. This proposal removes both options. At the Council's online seminar, staff members discussed this proposal making the area more accessible for all. The proposed changes makes the area more accessible for people to pass through (bikers, walkers, etc), not for those who live there. As I mentioned there are a range of people living in this area, with different levels of mobility. To remove all carparking and bus stops in an area which may mean individuals (particularly those without off street car parking) cannot access their properties as they could when they bought them is

simply disgraceful. They would also not be able to easily access the bus to head wherever they need to go. Particularly for the elderly, these sort of changes are likely to deter people getting out of the house - we all know how important it is to stay active in later years, and I genuinely believe that changes like these would inhibit some from venturing out. Even if only one elderly resident is one too many. Think simply of carrying groceries, unloading a car after a holiday or even moving house - the expectation of carrying everything potentially a few hundred metres down the road (if you can even find a park that close!), compared to the status quo is a significant change and likely to have a negative impact on resident satisfaction, likelihood of remaining in the area, and house value. This area is lucky that it services such a range of people, however these changes are going to make it harder for people to stay - for example young families. When I have children, I know I will not be carting a baby hundreds of metres down the road (two '10 minute parks' would not cut the mustard, they'd be full 24/7 and Council staff have basically admitted they wouldn't be monitored) and would be significantly concerned for the safety of young children. Simply, and I have already considered this - moving away from the area I love, if not the city so I could safely look after my family. You're setting yourself up for a more transient resident population which would likely have a negative impact on the community in a number of ways.

Bus stops: they need to be safer A bug bear of mine. Evans Bay Parade is an arterial road, as stated by the Council this road is primarily to move people and goods (which is why nearly 50% of the parking is proposed to be canned). The way the bus stops have been placed on the completed portion of the Evans Bay Road creates significant backlogs of cars behind buses and overtaking on corners. I see risky overtaking occur multiple times a week (at times on effectively blind corners). This is a significant safety concern and completely unnecessary. There needs to be a better way, please take the time to consider options here for the remainder of Evans Bay Parade.

Other: If a cyclist is not going close to the speed limit, there should be a mechanism to fine them for not using the cycling pathway. If the Council is spending \$11-12m on the project and residents are expected to give up reasonable access to their homes - there need to be some clear expectations around appropriate use.

Possible work arounds:

- 1 Consider, as with the current lane around Little Karaka Bay, a narrower combined walking/cycling pathway around the Hataitai Beach area. This would not only allow a number of car parks to be maintained for residents on one side of the road, it would also have beneficial safety elements. Hataitai Beach is small, even at low tide, and beach goers can easily spill out onto the footpath as they come and go (even more if they need to walk further to get to the beach!). Having cyclists, particularly those with electric bikes going full speed beside the beach would be a significant hazard trying to dodge (or in fact run into) beach goers or pedestrians avoiding the beach goers. No matter how much the Council tries to deter beach goers by removing their parking and bus access, this beach has been loved by generations of Wellingtonians and will continue to be full every summer. The safety of these people, as well as residents needs to be seriously considered.
- 2 There is a park opposite Hataitai Beach, it is wasted space, occasionally the picnic table is used once a week. Consider setting back into this park a couple of metres to allow for residents only angle parking.
- 3 Keep the water side footpath as is but convert to a cycle only lane; maintain the footpath on the other side and maintain parking as is.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative

Living with mobility or accessibility issues?

Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

It would make it safer for bikers and a few more may cycle despite the awful wind round the bays

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Marieke Boleyn	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

If more people feel safe to commute by bike it may lead to less car trips

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Matt Kehoe Rowden	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Prioritising pedestrian and cyclist safety. Increased safety of pedestrians and cyclists through the reduction of driveway crossing the shared path. Linking the planned shared path with the southern end of the existing coastal path behind NIWA. Retaining some form of barrier between the road and the planned shared path opposite the high risk intersection of Rata Road and Evans Bay Parade to protect pedestrians and cyclists.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Wellingtonians including us will be much more likely to travel into the CBD by bike when there is a complete, safe cycle way, rather than travel by car.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Concept to reduce driveways in Greta Point to Cobham Drive draft plans

Reworked access to The Greta Point houses at 305 Evans Bay Parade

Principal issue

Risk is introduced at any point where a driveway crosses a cycleway or pedestrian pathway. The Greta Point to Cobham Drive draft plans increase the number of driveways from seven to eight.

It is desirable to reduce the number of driveways as much as is possible. This concept suggests a way of relocating two driveways, reducing the number of driveways in the plans to six.

The proposal would necessitate consultation with the affected parties – NIWA and the residents of the townhouses at 305 Evans Bay Parade.

Current situation

The townhouses at 305 Evans Bay Parade surround the Marrakech Café and are themselves adjacent to NIWA on the northern and eastern sides. There are two driveways used to access the townhouses, both on Evans Bay Parade and both crossing the proposed new cycleway and pathway.

Roads already exist on western, northern and eastern boundaries of the townhouses. To the west runs Evans Bay Parade. To the north and east lie roads within the NIWA campus. Road access to the townhouses is currently only via Evans Bay Parade.

NIWA currently has once driveway on Evans Bay Parade, and in the draft plans will have a further driveway added.

The NIWA car park has a two-lane access road running along its western boundary with the townhouses in question.

Possible solution

It is proposed that WCC negotiates access for the townhouses to be moved from Evans Bay Parade to the roads currently within the NIWA campus. One access point would be on the eastern boundary with NIWA, at the southern end. The other would be on the northern boundary with NIWA.

The width available for access at each of these points is likely sufficient for one-way access only.

The plan below illustrates the possible solution



Addition of further NIWA driveway

It is of concern to pedestrians and cyclists that another driveway is proposed for NIWA. While the important work that NIWA does is to be commended, it is not convincing that the increase in convenient access for NIWA outweighs the additional risk posed to pedestrians and cyclists by a further driveway.

Link footpath from new planned shared path to The Pier and around 305 Evans Bay Parade and NIWA

The new draft plan for a shared path through Greta Point offers opportunities to link to the existing coastal footpath from Evans Bay around the back of NIWA.

At the southern end of the coastal footpath, the path terminates in a steep ramp with a single handrail on one side and a drop on the other. From there, a timber walkway passes alongside the beach and ends in stairs down to the beach. Stairs then rise from the beach up to Evans Bay Parade.

The current design link to Evans Bay lacks accessibility. To make the most of the new shared path developments, an uninterrupted walkway should be considered.





NAME: Daniel Warsaw	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Overall the proposal is great and balances the needs of multiple users and residents on Evans Bay Parade. The new pedestrian crossing outside 326 Evans Bay Parade (Patent Apartments) is inspired and makes this so much safer to cross the road in this busy area. The addition of the ramp to the boardwalk is also great as it improves accessibility. Please make sure this pedestrian crossing is well lit - I have had a number of cars almost hit me at the pedestrian crossing outside cog park as they just don't seem to see it. I would also like to ask that you consider how to provide safer access for cars, cyclists and motorcyclists using the major apartment complex driveways and crossing the traffic. Sometimes it is dangerous as there are no gaps to be able to get across and there is no longer the median strip to use. Finally, I would like to ask that the bus shelters are sufficient in size to provide shelter for commuters. Particularly the ones outside Cog Park which are rather exposed sites and with the reduction in bus stop numbers could be used by greater number of patrons. It is important for good sized shelters to be provided to encourage public transport use - particularly in these exposed sites to the roaring and cold southerlies!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Improved cycling and walking amenity, coupled with improved bus shelters.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Tyler	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

We support the new crosswalk in front of 326 Evans Bay Pde. Please ensure there continues to be access to the little beach across from 326 as the current plans show a fence covering the stairs area.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Less carbon = better

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Matteo Veglia	SUBURB: Te Aro	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Bart van der Kwast	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Yes the proposed 13 car parks from the existing bus stop outside 408 evans bay south to Belvedere road ... where are the residence expected to Park ? I live at 410 evans bay and the park outside our house will disappear .. I have mobility issues with rheumatoid Arthritis and use the car park for daily appointments and shopping in Kilbirnie. I have Bart van der kwast have lived at 410 evans bay for over 50 years and the proposed bike lane in front of the house is going to make it more dangerous for cyclists when having to reverse out of the garage and turning into my garage on a busy road and traffic behind and in front of the car. There will be no room for visitor parking and general public wanting to sun bath, kayak, sail, swim at Hataitai beach in the summer time. Removing the two bus stops are going to further discourage commuters from rata road and evans bay use public transport as the nearest bus stop will be greta point or evans bay yacht club. Some distance away. This is another island bay cycle way disaster in the making!.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Because of wellingtons climate of gale force southerlies and northerlies . I doubt many wellingtonians are going to get out of the comfort of their private car to battle the elements and cycle around the bays to work. A better idea is to invest in fast ferries from Miramar via evans bay and Shelly bay to the cbd .The hydrogen powered ferries would reduce carbon emissions and carry thousands of commuters to and from the cbd to the eastern suburbs daily substantially reducing wellingtons carbon emissions and offset climate change into the future.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Neutral

How important is it to have a connected and complete network of biking routes across the city?

Neutral

NAME: Pete	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Marion Davey	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

As a cyclist, motorist and sailor, I think your plan loses far too many car parks on the seaward side for people with mobility issues/small children/sports equipment to easily access the water. For instance I use the parking along that part of Evans Bay for: - Taking elderly parents to watch the boats and planes - Easily accessing Haitaitai beach with small children or people with mobility issues - Parking and carrying sports equipment down to the beach or waterfront - Parking for sailors, crew, waka ama, etc, alongside the Boat Club, Coastguard and Marina area on practice and race days Most cyclists that I talk to who commute won't use the cycle way going into town, as they want to hug the hillside going north to reduce wind drag. Going south they are split between whether they use the road or cycleway (too many slow people). There are a few car parks on the hill side of the road, but I wouldn't be surprised if the locals get frustrated with water users parking there and ask for those parks to become Residents only parking, therefore cutting down parking even further. By putting in the cycle way, you are valuing one sport (cycling) over other recreation types (swimmers, kayakers, sailors, beachgoers). Please retain more car parks to continue to allow easy access to Haitaitai beach, and adequate parking for watersports days for the sailors, fishermen and waka ama users of Evans Bay.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

I think it will cut down some car journeys, but it will make things very difficult for those with mobility issues and those with water related equipment to carry, who will have to drive to their destination, drop people/equipment off and drive off to find a park further away. I think it will frustrate people.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Important

How important is it to have a connected and complete network of biking routes across the city?

Neutral

NAME: Geo	SUBURB: Lyll Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Difficult to accommodate all cyclists - kids, commuters, racer types - but consider the speed of an e-bike (30-45 kph) is often double that of human-powered bikes... direct them to the road? Also, inform cars that bikes don't *have* to be on the mixed-use cycleway? Drivers will use the cycle way as an excuse to abuse any cyclist who dares, perhaps of courtesy to walkers/families, to briefly use the roadway. (I experienced this by drivers even *before* the Cobham-to-the-Cutting section was finished when the road was still the best option for a fast cyclist.)

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More infrastructure for cyclists and scooters and pedestrians becomes a virtuous cycle as people reconsider their "need" for a car for most local trips.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important

NAME: Tim Cosgrove	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The new bike paths in the area are not being used, the road is narrower with bikes still using the road. Very Dangerous. There is also a complete lack of parking for sports.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

People will still use their cars but will have to travel further to get parks. The city might have that goal but the general population does not. This is evidenced by the lack of use of the new cycle and walking paths. We have lived in the area for 15 years and seen no change in cycle use. Just increased risk with cyclists still using the road.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Mike Nyland	SUBURB: Oriental Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Excellent playgrounds

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It needs to be easier to use bikes etc to enable people to chose cycling as a viable form of transport for work. The new cycle way will help to achieve this.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Tim Stevenson	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please prioritise all active modes and public transport first.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Prioritise active modes and public transport. Private vehicles do not need further focus, as they are already heavily catered for and cause all number of issues.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Geoff Henry	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

It is essential that existing on-street parking is preserved. The proposal removes parking and so restricts access to Hataitai Beach and the boatsheds and marina (where parking has already been lost to the freedom campers!) The existing footpath is already wide enough for pedestrians and cyclists to share, without further intruding on the poor hard-done by motorists!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

The roads exist for the users, not for loonie greenie ideologists. Its the city's goal wish need changing!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Nicola	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Is there anything specific you would like us to consider when looking to make changes to the area?

Don't remove all the parking. House owners, boat shed owners, swimmers, yacht club members need to park somewhere. Removing 60-70% of the parking is not a suitable option.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	
Using the bus?	
Riding bikes?	
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

NAME: Joy Wadham	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Don't remove all the car parking please. The parks right outside Hataitai beach make it easily accessible for young families like mine to access this safe, child friendly beach. If no parking there would be no other way for us to access it. Also if no parking that means no one who lives on that street can have people visit them.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Don't know
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Buses stopping will hold up traffic as there will be no room to pass. This is ridiculous - and the engines idling will create more emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Neutral

NAME: Doug Brennan	SUBURB: Brooklyn	ON BEHALF OF: Brennan Family Trust and Southern Plumbing & Gasfitting Ltd	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Put the bike land though mt vic its much shorter. Who wants to cycle out in the wind on the outside of the road. Better to cycle on the road close to the shelter.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Electric vehicles are coming very fast a lot charged from solar.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Not important

11/10/2021

Submission for Evans Bay Parade Bike Lanes Stage 2

We wish to be heard at the council meeting.

On behalf of

Doug Brennan (submitter), Diane Brennan Mother of 4 children who use Hataitai Beach, Sean Brennan, Ashley Brennan, Cameron Brennan, Erin Brennan, The Brennan Family Trust and the people we let use our Boat shed, Southern Plumbing & Gasfitting Ltd and the 20 staff that use this road and work on boats in the marina and sheds.

Your Proposal

In my opinion this Stage 2 Proposal contravenes The Natural Resources Plan Rule 177 and Section 5.7.9 as it is a change of use in relation to the Boat Sheds - Functional Need. ie you cannot change the parking to the extent you have as it changes the sheds function to make it difficult to impossible to access them for the purpose for which they are intended. And further biking is a discretionary activity in that it is also, as in this case, the space is dedicated to nothing but biking at the loss of all other activities. A Resource Consent is required and we would fight to the end on this. This applies to the Sea Scouts and the Evans Bay Yacht Club.

In the Natural Resources Plan the effects of access is a controlled activity. The bike lanes restrict access in a significant way.

I have contacted the Regional Council and requirement for a Resource Consent. The Regional Council at this stage are taking a wait and see approach but the Coastal Plan put at their feet the resolution of conflict management over access to Marine Resources and I for one (and many others) will make very sure the Natural Resources Plan is adhered to. This will be a long fight over many years. Boaties love a challenge.

"We're proposing changes to parking along this route to more fairly balance the needs of people who live or work here, walk, bike, drive, and use the area in different ways. Most of the changes are on the seaward side of Evans Bay Parade."

This is total fiction. Reducing parking for residents that don't have enough is not balanced.

Providing no service parks for Trade Vehicles forcing them to drive round and round is not balanced. The proposal does not balance a variety of users just bikes.

Opening

I love biking, and I love boating, and have sailed and built boats. I have a racing bike. But this does not mean one has precedence over the other. This is a marine area and needs to be used as such. We do not have other areas in the city where this marine experience can happen. If we cannot access or maintain the shed we cannot uplift it and put it in Newtown. This is a theme maintained in the Coastal Plan. Restricting access is in

contravention of the Coastal Plan. This area is used by thousands of people contrary to the planner view it is not under used by boaties. High speed commuting by bike should not end the use of the area to the extent that is being proposed. Bikes adequately use the current facilities. Bikers are legal road users and have access to the road if they want to travel fast, or use the shared path which can easily be improved. It is not necessary to extend the new bike lane in the north just for the hell of it, or to make it look the same. This area is not the same as the Northern Part as users are not accessing the shoreline in the northern part of Evans Bay. And ruin the access to the area for other users.

This part of the bike lane proposal is very different to the other part because it cuts access in a major way, access to the whole seaward side of this coastal area along Evans Bay that is usable e.g. there is little boating in the other parts of Evans Bay. It will be a tragedy if this goes ahead. We will regret it and mourn its loss for decades. And all for biking that can go somewhere else. Why does biking get the use of access to the area at the expense of thousands of other users of the area? If a transfer to commuting from cars to bikes is what is intended then do the commuting on a road intended for just that and not in a coastal area. The loss is too great and with little compromise.

If one of the intended outcomes is to limit trucks crossing the centreline there are ways to fix that without the loss of all the parking. And taking away the parking and inserting two bike lanes does little to widen the road for trucks.

It is a clash of commuting on a bike at the expense of recreational boating and swimming. This is not a city area where the "Parking Policy" of restricting parking due to commuting is to be discouraged. This is a boating area and the use of the car is necessary to undertake boating and marine use. This No Parking principal cannot continually over run other activities. We are not all into biking, and no other activities. The area can be shared and this requires compromise. You cannot go boating without the car because the equipment is too heavy. The only places to park are Kilbirnie Park affecting users of that area. These changes will have far reaching effects across a wide area.

One of the planners wanted to restrict the responses to just Evans Bay but this proposal reaches to the northern part of the Wellington Region where people come to sail in this area. In addition, changes on this road will have a ripple effect on all commuter roads all the way into the city.

The route should not be a commuter route. The direct and efficient route is State Highway 1. There is little for bikers on State Highway 1 and so Evans Bay has become the alternative route. Fix State Highway 1 by putting a good bike lane through there, the direct route to the city and many safety issues will resolve.

Assessment of Stage One

The council is employing several planners to design and promote this plan but there is no one paid to put the other side of the case and this would make it difficult for councillors to make a decision on the alternative. And I'm not aware of any data of how stage one has gone. It has safety been improved, are trucks no longer crossing the centre line. Are all bikers happy with the design that is to be extended south or should we make changes to the design. What I have observed is surprising and perhaps councillors do not know.

There has been no published data showing how the stage One area has worked out in meeting the objectives of the Council. Are commuter bikes, racing bikes, and recreational bikes using the new bike lane as intended? Has it been worth it? Are bikers happy with it. What is the user experience of stage one that is to be run south given that the stage one area is very different? Has safety been improved? Are more bikes using it now or about the same? I believe that stage one was done on the basis of let's build it and they will all see its going to be complete success.

The reality is very different.

There has been plenty of criticism of the status quo but no critique of Stage One.

There are some areas of stage 1 that are 9m wide for walkers and cycles. We do not have that on some of our busiest roads. Efficiency has to play some part here and so does cost. Wellington council has many things that require funding and some of the bike lane initiatives are way over designed at enormous cost and time to build. Stage one has taken about 4 years including planning and design.

Global Warming Climate Change Climate Emergency Sea Level Increase

By the time a contractor dons their high vis and picks up a shovel this project is likely to be a lot longer than stage 1 due to enormous interest and concern and probably a lot of legal action. The end result is likely to be 5 or 6 years away or more. By then the evil motor vehicle will be a lot fewer in number. It was reported this week that the one electric vehicle was the largest seller last month. The change is on its way and it is going to happen faster than most people think. The commercial vehicle fleet has been waiting for models to arrive and that will resolve this year and that change will be quicker due to cost of operation of an internal combustion vehicle. Today petrol prices went up a lot and this too will advance electric vehicle uptake. Electric vehicle manufacturers have delayed small electric vehicles as early adopters cannot fund the cost of making a small vehicle eg Tesla made a sports car and luxury car first to fund the development of their technology and in a year or so the small electric cars will hit the market and that will help shift the fleet to efficient transport.

Registrations of electric vehicle are running three times as high as this time last year and are likely to ramp up even further assisted by the subsidy. One of the reasons for bikes is because of no CO2 discharged, this argument is disappearing fast. Most cars last about 10 years and early adopters are putting second hand cars into the hands of lower income people. After 5 or 6 years most of the vehicles parked will be electric. Certainly, most boaties will be as they tend to be more affluent like bikers. Half the bikes being sold now are electric. One of the reasons for doing this is lessening every day. Electric vehicles will save the planet in spite of the council.

It was reported today on the radio that New Zealand has 3 times more cars per 1000 people than the United States this is because of poor urban planning and densification of the inner-city area. If this was resolved less bikes would be travelling in from the suburbs. To travel from Mount Victoria to Evans Bay is not that far, a short walk. But the Mount Vic tunnel is the barrier for walkers and bikes.

In the case of Southern Plumbing & Gasfitting Ltd the firm has a large solar array and discharges the excess into the grid after powering the workshop and offices. In the future much of this excess power will go in to electric vans. We are looking for them now. Free power for vehicles is very attractive and will be for home owners too. These things take time.

Actual Stage One Use

Safety

About 30-50% of bikes are still using the road when it has now been further narrowed by about 1.5m. Cars are now trying to get round the slower bikes by going into the next lane. This is a worsening of safety and it is just a matter of time before there is a significant accident. Oddly even slow bikes are using the road and when approaching the bends heading north are hit by large wind gusts slowing them almost to a stop and lines of cars are having to stop suddenly and try to get past. Dangerously.

The road is being used as a raceway this is not what this area is intended for.

It is clear that bikes will never be satisfied in relation to bike lanes and bikes will continue to use the road regardless of what is built.

On some occasions squadrons of bikes 3 wide and 3 deep are still riding on the road.

The follow pics were taken over 30 minutes at no stage did I wait for the ideal shot.

At times you had to wonder if a bike lane was in place for bike users. It appears as if the bike lane is now just a wider foot path. I have a lot of pics too many here to submit of walkers on the bike lane. Even the scooters are using the road.



This is a common occurrence and is more dangerous than the previous road. Where is the evidence its safer.



Not a bike on the bike lane in sight. Several on the road though. Waste of money? This is not a one off the bikes come through every few minutes. Sometimes whole squadrons of bikes come through on the road. Depends on the time of day and the day eg weekend. Commuter bikes are less likely to use the bike lane. One of the problems is the wind. Bikers hug the bank to get some protection from the wind. Hence the bike lane is much harder to ride on.

I did not wait hours to get these pics because there are hundreds of bikes using the road turning the bike lane into a white elephant.

So you want to cut off access to the beach, the diving area at the patent slip, access to the sheds, the sea scouts the yacht club and the crew parking area while a much smaller number of bikes use this bike lane on sunny weekends.



There are hundreds of people walking on the bike lane and this is one of the reasons bikes ride on the road.

The bikers consider this bike lane unsafe for biking as there is no separation and there are too many slow bikes using it. Reading their comments on line they want everything in their favour.

One of the reasons people walk on the bike lane is that it is asphalt the concrete is too hard on the feet.



Another car crossing the center line that did not have to before road narrowing changes.



In the top pic scooter wont use the bike lane but will use a narrowed vehicle lane. So the road is unsafe clearly some disagree and consider the bike lane more unsafe.

If you think the bikes are doing 30kph think again.





At this section its 9m walkers and cyclists have and still not enough for the bikes.
Again not a bike in the bike lane in sight



So the boaties have to restrict their activities for a race track.



So much for access for heavy trucks. The rock is over hanging the road kerb.



Can they take this on a bus or bike ... No. How far can they carry this.



Just chuck this on ya bike will you. Yeah right.



Put the walking section on the grass area above. The path here is 5m already that is plenty if you need more or it to be safer put a white line on the pavement separating walkers or if that is not acceptable put the path on the grass area.



Quite narrow for large truck.



Im always amazed at the large number of users. None of these people knew the bike lane was going ahead. There will be a lot more protest once it goes ahead don't be surprised someone does not take out and injuction.

Walkers

The bike lane is often used by walkers as there is no separation of the bike lane this has been a criticism from bikes.

Faster bikes are clashing with slower bikes. One accident has already been reported.

Bikes claim the bike lane has too many walkers and is unsafe.

Trucks Over the Centre Line

This was another objective of the plan.

Trucks are being forced over the centreline in the new road and this objective has not been satisfied.

Reducing Cars

There is no aspect of stage 1 or stage 2 that will reduce cars. The council has advertised the population of Wellington will increase and the council cannot stop that. So, more cars will be needed even it is just commercial traffic.

Encourage Bikes

It's a big effort to bike into town against the prevailing wind and committed commuter bikes are going to buy specialist bikes for the occasion and the outfit to go with it in all weathers.

It's hardly likely the unfit would ever bother to undertake what they would consider an extreme method of travel. I'm not aware of any further bike use because of the new lane.

This is not likely to sway them. Biking is more popular due to electrification if anything and some of that is generated by coal.

What would encourage them is a shorter more protected route via state highway one.

Speed

Road cycles are passing 30km/h speed restrictions now at 50-60 kph. In the case of the slower bikes on the road they are often slowed to 10-20kph around the corners by wind gusts and vehicles are slowed to that speed.

Reducing Cars = Fail, Safety = Fail, Encouraging Bikes = who knows. Trucks crossing the centreline = Worse now. Fail. Reducing Cars Speed = Fail it's never been a fast route and only used as State Highway 1 has been neglected during a large population increase.

Area

This area is covered by the "Coastal Plan for the Wellington Area" Signed off in 2008. It covers all activities below High Spring Tide and what is permitted below that mark. Anything adjacent to a coastal area is also included as is restricting access to a coastal area. Any restrictions like this need a Resource Consent according to the Regional Council Biking is not an activity that can be done somewhere else. The Coastal Plan describes the use of the area, boating, beach, and the boat sheds and anything else needing a marine activity. Biking is not a marine activity. Once the bike lanes are in and this area is unusable for anything other than bikes you cannot undertake sea scouting and boat shed stuff at areas that are not marine areas and you cannot shift them. Biking can be done anywhere. After an extensive read of the Coastal Plan this proposal is in breach of several parts of it. Even though it is on top of the sea wall it is still adjacent to the Coastal Resource.

Users

The area is used by more than just the a few boaties, many boat sheds are shared with a lot others, eg kids, friends, meetings, social events, divers, learn to dive, seabed clean up, windsurfers, paddle boards. The area is used for walking, visiting cafes, learning to swim and sail as the beach is safe and close to the city. People use this beach and boat facilities from a wide area. Around 5 km circle. Sailors from Porirua and Upper Hutt travel to this area for boating specially if that class of boat is at this club. Parking is essential to boating and you cannot carry boats or paddle boards far. The use of this area is not the same as Oriental Bay or other parts of Evans Bay. Last Saturday I came across 20 divers learning to dive at the patent slip. Their cars were right at the water. What an ideal spot for them.

On another day another group of divers volunteered to clean up the patent slip area further north again parking on the street and lifting all manner of foreign objects out of the water to their cars and utes. You would not get the precious bikers in their lycra doing that. This area is being closed off to these people.

The suggestion by the planners that the area is underutilised is false and the suggestion that parking is not utilised is also false a visit to this area on a fine day will see parking is overloaded. We cannot cut off parking and therefore access to the water because on the poor weather days no one is there. Bike use is also severely restricted on bad weather days. Once parking and access is cut off the area has very restricted use.

Zones

We have zones for commercial activities and zones for residential and restrictions on commercial activities in residential areas. But for some reason we don't have Zones for bikes. We seem to just shove through inappropriate areas without a thought of what was existing or whether the previous activity can function properly afterwards just because bikes are flavour of the month at the moment.

Arterial Route

This area has been labelled as an arterial route by the proponents, this should not be the case. If state highway 1 had been sorted Evans Bay Parade would not be a preferred route into the city. State Highway 1 is a third the distance to the city and preferred but due to a poor tunnel experience bikers use Evans Bay with far too much traffic. A lack of a solution on state highway 1 is causing Evans Bay Parade to be more dangerous for all users than it should be. Because bikers and other users of the area are put at further risk now you want to

restrict the marine use of the area. The number of trucks carrying dangerous goods is very small and has little effect.

It is a route that carries the largest loads and again it is due to the Mt Vic tunnel being too small and not fit for purpose.

Even the Taranaki intersection with state highway 1 has an effect on Evans Bay Parade and causes more traffic on Evans Bay Parade which has encouraged the community to turn a marine access road to become "Arterial" when it should not be. Why would you want all this traffic driving past houses on Evans Bay Parade, public beaches of Hataitai Beach and Oriental Bay Parade. GPS reports a trip over Mount Victoria as the fastest route is ridiculous and a sign of poor transport planning or lack of it and a lack of funding and leadership.

A business colleague recently closed his transport business due to this area being uneconomic and has left the city. I'm sure this is the tip of the iceberg.

Southern Plumbing & Gasfitting is one of the largest service firms in the city and if service vehicles are in the Evans Bay area its either state highway 1 or Evans Bay Parade to get back into the city and if at peak times the vehicles are trapped due to poor roading.

Resource Consent

This part of the bike lane work should have a Resource Consent. This is because it restricts the use of a resource, the marine facilities, and its "more than minor". In addition, it is a change of use of the road such that it restricts the use of adjoining land. For some users the facilities are pretty much unusable if this bike lane goes ahead. What a waste of resources just for bikes where there is already a shared path for bikes. Some changes could be made to make compromises to facilitate a wider shared path or a wooden footpath or decking could be cantilevered over the sea wall to make the shared path wider to provide, not an ideal situation, but neither is the bike lane, but a resolving the narrow footpath areas to make biking more acceptable on the shared path.

Biking

I have two bikes and often ride this area, sometimes with my wife only on the shared path and its completely adequate. I would not ride on the road as its too busy, and why would you it is not required. I can understand how racing bikers want to ride on the road as some of them can do 50-60 Kph. I fail to see why we should pretty much wipe out the access to a boating and marine area just for bikes wanting to travel faster but are never going to do it on the new bike lane. As the bikes are legal road users and there is already provision for bikes on a shared path. No one has perfect access to the area but each must compromise. I appreciate the council wants to endeavour to have the perfect solution unfortunately this will leave most users unable to access the area and render most of it useless. If you cannot park reasonably on the days and times it needs to happen people will leave the area. Hataitai beach is jewel in this whole region it is a safe beach for swimming, particularly young children and the elderly. Hataitai beach has learn to sail, paddle boards, kayaks and surf skis. I have a boat shed and there are a huge number of craft passing it on weekends. You cannot carry this equipment far. I feel with a severe loss of parking this beach will be lost and the bike lanes will effectively wall off the area.

Placing two high speed bike lanes across the beach side is like a wall to our marine area.

The shared path bikes travel slower and it is not problem. Compromise can be done shifting parking onto the opposite side of the street between the trees. The narrow path area at

Hataitai could lose its parking but this could be added to the opposite side of the street in the grass area between the trees or at cog park. Then the path could be widened. This would also allow more room for trucks and meet the outcomes required.

Shared Path

During bike commutes bike traffic is mostly one way; the small number of bikes going in the other direction is not a problem, each keeps left when passing. Pedestrians are often not on this path early morning and evenings. Walking into the city is not common. It is much quicker via the tunnel. The shared path actually works. No bike lane will attract the road users either way.



This biker and his child wants to let you know its quite safe on the shared bike and pedestrian path.

Transition from Shared Path to stage one Bike Lane

It looks like this has been a set up. This transition is poorly designed and it could be better and safer. The green area for bikes in the middle of the road needs to be extended down the road several hundred meters and some parking needs to go on the seaward side to allow bikes to move over to the centre line earlier and ride across when traffic is clear. Leaving them stranded in the centre is not safe and is part of the reason why bikes continue to ride on the road. Not having a proper transition makes it look like there is no intention of making any other plan work. The current transition appears to have been installed temporarily and in that fashion is taking stage two for granted before consultation has happened.

Marina Area

I have crewed yachts and about 20 boats have on average 10 crew carrying heavy bags of wet weather gear. This is about 200 people. There is some parking but nowhere near enough the rest park on the road. With no other parking for some distance, I imagine some will have to park outside Kilbirnie Park on Saturday when people want to play cricket so this bike lane will impact this area too. How will they get all their cricket gear to the park when all the parking is taken up with boat users. All because of bikes.

Some commentators indicated that the marina area should be used for residential parking the reason it is not is because of the resource consent for its use is for marine use.

Public Boat Launching Area

I have a trailer yacht and this area is for vehicles with trailers. These assemblies are 16m to 18m long and can only park here so putting other parking here is limited. There is currently no car parking marked here. There are also few places to park very long boats.

Sea Scouts

I cannot see how this can continue with this proposal. Come down on a weekend and see the fun they have. I organised the installation of a sewer connection for them as they were having to carry handicapped kids down to Hataitai Beach toilets. Now they have their own. Oddly the council at the time fought the consent citing change of use of the shed and here the council are massively changing the use and access and it's no problem.

Evans Bay Yacht Club

The club of which I am a member has strived to stay afloat in these difficult modern times and merged with many other boating clubs but the loss of parking I fear will end it. I raced windsurfers and small yachts here for years and parked on the road. There is a sign on the hard stand where boats are assembled saying no parking. It is a marine area for boats. Yachties will go elsewhere if this goes ahead. It will be a sad end to a long history in the area. I believe it is a breach of the Resource Management Act.

I will lay a complaint with the Regional Council if the November vote continues with this plan. On sailing days, the boat trailers for dinghies are parked on the street or the cars that have roof mounted dinghies also park on the street. Where else is there? The planners are silent on this matter.

Road Speed restrictions

The designers seem to have little idea about the traffic on this road. The largest trucks on the road can only travel this road as the Mt Vic tunnel is too small, and the designers are planning raised crossings that these large trucks with heavy and oversize loads are proposed to travel over. They will have to do this with extreme caution and speeds will be down to a crawl. But the bikes will not have this raised or uneven surface and will shoot by some at 50-60 kph. The designers have not taken into consideration families negotiating

crossings with these bikes travelling now at high speed because they can do so and many with electric motors.

Boat Shed Access

These users of which I am one, cannot maintain the sheds with no parking in front of them. Maintenance is often and required by the Resource Consent. Large piles weighing hundreds of kilos are craned in every year waiting for the correct tide. Scaffolding to repair the sides and roof. Boats of all types are carried in. This is their permitted activity; a resource consent is needed to use one. It's odd that a bike lane restricting access to them is proposed and I'm not aware of any contact specifically with the owners. This area requires nautical use. I'm surprised no Resource Consent discussion has taken place restricting access to them. The public consider a consent is needed to change the paint colour on a boat shed, but a planner said a consent is not needed for the bike lane. Two ten minute parks will not be adequate. To drop off something and then put the vehicle where? The same goes for trade vehicles: park them where?

The boat shed users have a huge investment cost wise and require a lot of maintenance due to the pummelling of wind and sea. Heavy piles are replaced and man handled under the sheds in an ongoing way about 5 piles a month are replaced and can only be done during a very low tide and not when a park is available. The tide is out for a very short time so the time available is short but necessary.

Suggestion - have a couple of parks outside the sheds that need a permit from the council for when this work is required, eg apply online.

As a tradesperson I have installed three sewerage connections for the sheds, one for the Sea Scouts as they were tired of carrying the paraplegics up the steps to the toilets at Hataitai beach. So now without parking how will these people access the sea scouts? The parks allocated will not be enough for this facility. This activity either its use or maintenance requires a vehicle to drop a variety of materials off and the tools. Commercial vehicles access the boat shed area. Putting them a long way away would require tradespeople to have to walk long distances to access tools and materials making the maintenance a lot more expensive.

This is not acceptable. Again, it challenges the need for a dedicated bike lane and to hell with all other activities is unreasonable. I can see a lot of disobedience. When unloading across a bike lane I can see bikers getting very frustrated and infuriated by being between cars unloading with doors open over the bike lane. If the bike lane was not there they would be on the road and that problem would not exist. So, in other words the bike lane through this area is not as convenient for any user.

Residential Area

Where do the service vehicles park. Is another permit required? How far do we have to walk with tools and ladders. Residents carparks are a nightmare for tradies and its very costly and time consuming.



Replacement of piles is an on-going challenge for boat sheds. How do you propose get these piles here is it envisaged the road is closed for boat shed maintenance? You cannot drop these off in 10 minutes. This area is very real. Boats are often lowered down the wall also. Not one shed owner I spoke to was aware of the bike lanes going ahead. This will again delay feedback once the work goes ahead which could result it heated action taken to stop the work going ahead.

Measurement of the Areas Use

It is not professional to measure the use of this area during work hours or during Covid or in winter or bad weather days. The figures will be massively distorted and useless. On fine weather October to April this area is heavily used with hundreds in the marina area, Hundreds in the launching, parking and club area and hundreds on the beach and water area. At times there are no parks from Greta point to Cobham Drive.

Parking

The only public parking is down the Cobham Dr end but that is for boating use not residents.

Residential Parking

The proposal takes away parking on the side of the street that is almost always full and these people will have to park in the foreshore restricting boat parking and take up the 5 planned parks outside the boat sheds. This is not necessary and its quite punitive.

Again where will the trade vehicles park.

Website submissions

A quick look through these of which there are several hundred at the time of writing. Even the bikers are asking the question: what about the boating access? Many are boaties too and we cannot work out how this proposal can work.

Where to from here

I've not seen so many users so upset by these changes, or the disregard for the use of the area by others. This proposal will not stop here. The vote can be taken in November with little future effect as this proposal is likely to be challenged in the courts funded by a lot of boaties. And boaties love a challenge and the courts. I notice in the online responses 1/3 of the responses either strongly do not support or not support the proposal. On top of this many of the supporters also question the marine access. This proposal is not unconditionally well supported and that is because this area has too many conflicting interests it is simply overcrowded.

Compromise

The pavement at the Cobham Dr area is about 5m wide. Give that to the bikers and make a foot path inside the fence grass area all the way to the boat ramp. Then put a timber walkway cantilevered over the sea wall all the way to the yacht club. Leave the fence in between as this satisfies the bikers need for separation and they are more likely to use it . About 1m will be needed at the yacht club trailer park area for the board walk above the boats at the foot path level now. There will be a section along the front of the club where the shared path will be needed at about 4m instead of 6m and then take away parking north of the bus stop along Hataitai beach and replace it with parking amongst the trees on the other side. Leave at least 10 parks outside the Sea Scouts and boat sheds. The shared path is sufficient here its quite wide. The commuter and racing bikes will always use the road anyway.

Leave the access for the divers at the patent slip. It would be a shame if they lost their access to the water. It's an ideal spot for them. This is all about access for everyone and not just bikers and cafe people. Improve the access to the new section 1 bike lane make the centre lane currently painted green and extend it south at least 200m remove parks outside

The Case for Bikes

Who would be against improved safety, promoting bikes, encouraging biking and fitness and saving the planet? What an easy sell. A planner's dream come true.

I have spoken to many bikers and planners and if you're into biking it's all good and get on with it. If you're into swimming, boating, and boat sheds well you do it somewhere else. This is a biker's paradise and bikers must have access to it. The boaties can tow the boat behind a bike and take it somewhere else.

Bikers have access to it now. They are legal road users and will use the road as they are now doing on section 1. Marine users cannot put boat sheds elsewhere else or trailer yachts etc anywhere else in the city. The bikes however can go to lots of places like state highway 1.

One commentator on Facebook said that all the yachts on the hard can go into the water as they did in Auckland and this would free up the land for bikers.

The boats on the hard are trailer yachts and not keelers. They are not designed to be in the water full time.

I have spoken to many bikers on this matter and I've never heard of so many impractical and self-centred opinions that this area is just for bikes with no regard for anyone else.

Towing the trailer behind a bike that's actually 4 wheels not 2 and longer than a car.

One commenter said boating is a privileged sport hence its ok to remove it from them and how dare they access the marine area. Boating is actually a cheap sport at the bottom end sailing dinghies are cheap to buy on Trademe and to sail and clubs like sea scouts make it very cheap. Its convenient too to have easy access to the water and in NZ that easy access to the water where overseas wealthy people buy up land on the water we need to ensure we have access to it. It is why we are so good at sailing.

Sailing can actually be free if you come down to the yacht club you can put your name down on the crew list and sometimes the yachts need extras and bingo you have a sail on a yacht on the beautiful harbour and all gear provided by the owner.

Boating is a fun sport that generates a lot of exercise. It's a lot more fun than biking.

And not 1m of CO2 generated on a yacht. A wooden yacht encapsulates a lot of co2 for decades.

The Elephant in the Room

Wellington City simply does not have a realistic transport plan for the future. Too many commentators with no common sense are swaying decision makers who end up doing nothing.

The funding or lack of it for State Highway 1 has put enormous pressure on Evans Bay Parade. Unnecessarily so. It has turned a beautiful marine area into an access route and a bike race track. This is dangerous to the residents and marine users of a Parade, it is not intended for a road.

State Highway One should have been allocated for bikes ie give the bikes the Mt Vic tunnel and put a new tunnel through Mt Vic for a Monorail and 4 lane road.

Wellington has had poor investment in roading for the future. We do not have several lanes of arterial roading that we can afford to give up one for public transport because we only have one lane each way, and if that is taken up with light rail the city will grind to a halt. Imagine what would happen if light rail was given priority and traffic had to stop for several minutes each time it had to stop pick up and drop offs.

A monorail is the best solution as it's the fastest route, quickest to build and cheapest way to get public transport moving.

In order to get the public on to Public Transport the solution is to shorten the time into the city. The monorail is the best means to do this and its good in all weathers unlike biking. People who have to have a dress standard for work will not bike in. Any solution has to be practical, fast and cheap.

Summary

This proposal is focused just on bikes but transport is a much bigger picture and when that is taken into account bikers are likely to move to a fast and cheap monorail suitable in all weathers. Wellington City weather and geography is simply not conducive to bikes and only a small number of people will move to them. The advance of electric cars will diminish the argument for bikes and the shared lane is fine for recreational users that can also bike through the area south of the boat sheds and yacht club at no cost. The Council is very short of funds and needs to be prudent with its expenditure.

Squeezing one more provision on this road is too much. The north area was fine no one is accessing the shoreline there but the southern section is already overcrowded with multiple uses. Let the shared path continue. If you have to do something, make it minor around the Hataitai Beach area where the path narrows take away the parking and shift it across the road into the trees and cog park area and leave well alone. The transition has caused people to push for the continuation of the bike lane where if a better transition existed it is likely they would not do so.

Focus funds on the Hutt motorway bike lane for the best bang for buck.

If this proposal goes ahead, it makes a complete mockery of the Natural Resources Plan and the Coastal Plan.

Councillors need to walk this area for some time at different times to see the range of uses particularly on a fine weekend and see how reduced parking will make the area less usable.

On the radio recently the commentator stated that people that never would have thought of standing for council are considering it, or are going to.

Do your selves a favour and you might get re-elected.

Submitter

Doug Brennan

0274729714

wgtndoug@gmail.com

We wish to be heard at the meeting.

NAME: Craig Stevens	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I think the cycleway needs to be a different colour to the road to aid in differentiation. The bus stops are challenging. Some of the ones in Kilbirnie are pretty difficult and seemed very ad hoc. The visibility at the driveways at the Greta Point apartments is diabolical and need speed bumps as well as better visibility. There needs to be more access ramps along the road. The new path around Point Jerningham - if you miss the on-ramp there, it's no way to get on until much later down the road.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

This is important to make the changing nature of the city visible and it will compound in other ways as people change their expectations of our collective emissions profile.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Alison Ballance	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It will encourage people to use active transport

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: John	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

more congestion, more pollution

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Richard Leppard	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Celeste Bartlett	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

You have these amazing patches of bike paths, one of them goes all the way around Oriental Bay to Greta Point (both the bit finished and the bit still under construction) and path on Cobham Drive. But what use are two patches of separate patches of bike path with this giant gap between them. They will be used double the amount if you connect them and have this as a giant cycleway all the way from Oriental Bay to Miramar when this is all finished. We would love if you made the footpath out of asphalt so that, as someone on a bike, we are still not dodging runners, as the runners prefer asphalt and if you make it out of hard concrete it will just be runner-dodging all over again. We would appreciate it if you added a higher wall on the edge of the path that cars cannot park on the edge of the path. It would be just a little extra high, which will not bother anyone except those who try to park a car/trunk ON OUR CYCLE PATH.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Because it will encourage more cyclists/runners to be in the area instead of needing to find car parks they can just come along to any point on the new cycle path to be wherever they need.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Kirsty Bartlett	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I like that the bike lane is separated by a full kerb, and not just a line of paint. This proposal would make me feel more comfortable to ride this section (as a not confident cyclist) because I'm not trying to share a space with pedestrians.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Because less cars on the road means less carbon

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Andrew Bartlett	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

This looks great. My primary concern is that the path narrows to 2.5m in quite a few places. I've put in a submission on the website but thinking more about this and talking with others makes me want to make the following points.

Some might, and I sometimes fit into this category, feel this this project is a 'nice to have', given the existing shared path. I ride on this rather than the road, and I'm very glad it exists.

It is however very narrow at parts, has quite a poor surface and I can imagine is isn't fun to have people on bike moving around you in the way I must to get past, if on foot.

It would also be quite intolerable if the volume of cyclists on the road currently tried to fit onto that narrow path.

What made me write in however was this link:

<https://aus01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fnzta.govt.nz%2Fassets%2FWalking-Cycling-and-Public-Transport%2Fdocs%2Froad-cyclists-maps%2Fmaps-popular-cycleways-and-heavy-traffic-wellington.pdf&data=04%7C01%7Cevansbay%40wcc.govt.nz%7C9c72c56bd3cd479e343708d97a8820fc%7Cf187ad074f704d719a80dfb0191578ae%7C0%7C0%7C637675547515816461%7CUnknown%7CTWFPbGZsb3d8eyJWljoimc4wLjAwMDAiLCJQIjoiv2luMzliLCJBTiI6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&data=k4OeFtGWbliC4Bo%2FLNoTzvt3UytSYCBmFAHrrT3bGrc%3D&reserved=0>

It is never good to mix heavy vehicles with road cyclists, and we know that many commuter cyclists ride on the road rather than dodge people on foot with the current arrangement. This map shows that this must be one of the high-priority roads for proper separation between people driving cars, riding bikes and and on foot.

This, and the strong desire to finish the job with a consistent high quality path from Oriental Pde to Miramar shops and beyond really means that we must do this, and do this well. It will make the road safer for all cyclists - those who are fine on the current shared path and those who will only ride there given a properly built facility.

While I emphasise with those, particularly at the sea scout hall, who will no longer have close-by always-available parking, it must be remembered that this is a primary arterial road in Wellington, and parking is the lest productive use of the space. It may be that users of the hall will have to walk from Cob Park more often, which is not that far away.

Finally, can I ask that during construction that a 'sea side' alternative path be provided, particularly for northbound cyclists?
 The situation on the path further north is becoming silly, with cyclists to be expected to cross the road twice CBD-bound until the final section is finished.

Thanks for taking this forward,

Andrew Bartlett

* Regarding the intersection with Evans Bay Pde and Cobham Dr,

I noted the cyclist advance stop boxes are to be deleted, including for the right-turn. However there is no change for cyclists turning right, shouldn't that remain (and avoid a re-wiring of the road sensors).

(getting to the stop box would remain an exercise for the road-cyclist)

* In Cogg park, why change the gravel surface for non-porous concrete?

The runners prefer the softer treatment and I think a pile more concrete were wouldn't make the area nicer.

Just add the cycle path but leave the rest unchanged I think.

* If forced on parking, perhaps angle parking (shudder) could be used in the very wide parking strip between cogg park and the spoon drain?

(As there is no change to that currently I would prefer that left as a 'if needed after close monitoring').

* Will the path outside NIWA be reinstated now, and then dug up again to be changed to concrete with the communications current ducting works, or is something temporary going to be arranged to avoid wasteful double-work?

* Consider an 'innovating streets' approach to validate the layout with a move of the curb via 'crocodiles' providing a southbound cycle lane and the final no-parking restrictions.

The biggest risk for a cyclist when riding on the road here is where you come, as speed, up to a stream of parked cars. You have to slip back into the traffic safely. With parking removed much of that goes away.

By moving the southbound cycleway into that space you can validate where everything should be while providing a practical facility, even where there isn't 2.5m between the old curb and where the new curb would be. This will also help a lot during what will be a long construction period.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral

Working/owning a business in the area?

Neutral

Living with mobility or accessibility issues?

Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

This is an important missing link. I'm a regular commuter cyclist on the existing shared path and it is OK, but rough. It will take some time to construct the changes here so it is important that council starts now to finish the consistent path from the city to Miramar. There are of course many other important routes that are not provided for at all, but the council needs to be able to do those as well, while finishing the job here.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Justin	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Very negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Need to keep Wellington moving! Not slow it down

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Low importance

NAME: Flavia Machado	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION:
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Would be great be able while biking not take space of pedestrians or having close passes or door opens in cycling on the road

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

So many mentioned to me would love to cycle around the bay once the whole network is completed, including myself

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Tania	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Positive
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Chris Perry	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Don't know

Is there anything specific you would like us to consider when looking to make changes to the area?

There needs to be sufficient parks for people visiting family/friends living in the area, visiting the cafe or wanting to park take in water activities.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Don't know
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Allowing traffic to run more smoothly will impact more favourably on climate change rather than slowing/stop/start that car drivers are having to put up with as cyclists refuse to use the current cycleway (which is an every day occurrence now) and making the road narrower will make it worse.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Elise Chan	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

All my supports and helps are from family and friends, they are visiting with food or helping to do heavy job and remove rubbish and maintaining job. After long hour work; they would have to walk up to a kilometre from nearest carpark to my house and back to the car. Time to time they will not come. In the end I will be isolated in the society, for it is not fair. The cost of maintaining my house would be more expensive:- needs to pay for the time of tradespeople come to job and back to car up to a kilometre from nearest carpark to job and back to car, sometime there is no carpark; they refuse to come, just go to another job instead. That happen to my sister who is in the Terrace Wellington. I don't want that happen to me.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Very negative
Riding bikes?	Don't know
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very negative
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Don't know

Why do you think that?

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How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Not important

NAME: Jason Bragg	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Currently the space is not enticing for anything other than vehicles. I would commute this way by bike if it was safe.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: e.n.morrison	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please keep the width of the footpath for walkers and runners at least the same as it is now No scooters on the footpath

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Philip Morrison	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Clear separation of cyclists (& Scooters) and pedestrians.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Safer cycling and improved bus service will encourage car switch (on occasions)

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Ashley	SUBURB: Lyll Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: David Grainger	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

1) I regularly ride a motorcycle on this road. It would be great if wcc could review parking to improve driver visibility in the section opposite the entrance to Evans bay yacht club as I have found this a dangerous section to ride in. 2) A note that the present pedestrian crossing nearest to Greta point cafe is prone to sunstrike and dangerous around dawn hours. Would be better to relocate this to a place on a different compass heading?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Improved walking/cycling

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Erica	SUBURB: Wellington Central	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Brent	SUBURB: Ngaio	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Always heaps of free space for parking at the marina area. Loss of onstreet parking should be mitigated by using some of the space there.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Active transport lowers emissions

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Peter Bellam	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Safe walking and cycling.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

This project will get more people cycling and walking.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Alex Litherland	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Public art!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Less private motor vehicles and more active transport means less emissions!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Bonnie phillips	SUBURB: Owhiro Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Maybe don't need the raised crossings

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Area being offered Improved public transport service

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Michael Smith	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The loss of road side parking will have a significant impact on Evans Bay yacht club members. Where will they park when so many parking spaces will disappear. Boat owners can't carry their gear by bike or on foot, so need parking.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Reduction in car traffic will have some pollution benefits, but there needs to be a balance between vehicles, cyclists and walkers.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: David Levick	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Is there anything specific you would like us to consider when looking to make changes to the area?

make it happen quickly - not like the previous section

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

more cycling

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Nicole	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

My only concern about the proposed designs is the removal of pretty much all of the car parking around Hataitai beach. The beach gets extremely busy in summer with swimmers, kayakers, etc. and the proposed changes make the beach pretty much inaccessible.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

It connects the cycle ways and makes it easier and safer for people in the eastern suburbs to commute by bicycle into the city.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Tim Henley	SUBURB: Wadestown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

The construction of the new road will use carbon intensive materials. The same amount of traffic will use the area afterwards

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Hayden	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Parking and free parking

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

It will slow down traffic and use more gas my 72 year old mother isn't going to get on a bike

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Jessica Jennings	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Encourage more people to cycle/ walk by providing safe and visually amenable pathways

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Eliza Talbot	SUBURB: Oriental Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Where will cars park to access beach / yacht club / boat / scout hall / boat sheds are ? You are removing such a large number of parks .How do you get a family of children & all their gear ,or Disabled people from the few parks over the road across : 2 car lanes ,curb , double bike lane , to the footpath & seaside safely & easily ? The parking area near Hataitai beach is inadequate . Evans Bay boating area has limited parks . There are many Camper vans using this area & parking road side - where will these go now ? Shared SLOW biking

and walking areas like in oriental bay might be ok . Don,Äôt remove so many parks . The houses nearby will struggle to get parking close to their homes ; some residents are elderly , in Prams, disabled - pretty hard walking from afar along the road opp the seaside to get to their homes . The big bike lanes really do cut off the beach & seaside access for so many due to the lanes created . The road is now very narrow due to wide bike and pedestrian paths : the large trucks that cannot go via the Mt Vic tunnel sweep along there risking sideswiping people getting out of their cars, walking on the road to get to their cars / homes: /beach

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?	How important is it to have a connected and complete network of biking routes across the city?
Neutral	Neutral

NAME: Jenny Fenwick	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Around Greta point, hataitai beach and south, you are removing too many car parks. Businesses like Greta point cafe will be impacted. No one will use hataitai beach, tennis courts or grass play area as there is hardly any car parks for people to use. No one will come to the area and only people using the area will be people who can walk there. That is very sad.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

To achieve the 'city long term goal of reducing emissions' you need to improve public transport.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Michael Dowling	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Scott Matuschka	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Dont do this, repave the footpath and leave it as it is. Rather than making the bus/cycling/walking attractive you're trying to make driving unattractive. Concentrate on your ass hole bus drivers, the rampant homelessness problem, and fixing the cities annihilated infrastructure before bothering with cycle lanes no one asked for.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Very negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Nothing will replace the car in NZ, you're dreaming. More car parks with charging stations is the answer to that question. I have a bike, i dont ride it when it's windy, a cycle path won't change that.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: david f taylor	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

come up with a different alternative or leave as is do not destroy the yacht club for a minimum of people using cycles .do a cycle check I have

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

checkl the weather who uses it when windy and wet very few with adverse climate changes even less.regardles of what the council or govt decree

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Jorg	SUBURB: Vogelstown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Hayden evcles	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

You are taking away all the parking and you make it hard to pass the bikes that ride on the road.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

You slow all the traffic down and use more gas

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Not important

NAME: Lance Lones	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The removal of parking is a huge issue. 100% of the public parking to be removed from Hataitai beach? How does that improve accessibility?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Road transport does not have to be emissive. We are transitioning very quickly to a sustainable future, and I suspect that in 20 years' time, nearly 100% of private vehicles will be electric, which is incredibly sustainable and can be 0 carbon. Reducing accessibility essentially discriminants against anyone who is not healthy, or who maybe wants to take their kids to the beach with a picnic.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: David Lloyd	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I ride the other cycle paths in the area on Sunday and thoroughly enjoyed the experience. Certainly a lot better than riding on the road

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It will get more people out walking and cycling

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Martin Hefford	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

A great set of changes. Well done.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Encourage cycling and bus use.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Bernadette Morriss	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

I would defer changes to this area and spend the money on more urgent needs such as the ageing sewerage system in the city. This is a necessity, not a nice to have which the project under consideration is.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Don't know

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: Sarah	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

The pedestrian access from Cobham drive across the lights to kilbirnie. Currently it is very difficult to cross to get to the traffic lights. Cars want to go quickly, busy looking on oncoming traffic rather than looking out for pedestrians. Should be a crossing here to allow for safe crossing to the lights.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

I think public transport in Wellington has reached a low point with bus cancellations and covid both being likely reasons. People don't feel safe, have trouble getting a bus or the bus takes too long. I live 8.5km from my work. Currently it would take me 69 minutes on public transport (bus being the only option

available to me) to get to work. I can run in 40 minutes. Public Transport should not be longer than using legs. Running both ways is not a healthy long term option. I would bike but am not a confident rider

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Important

NAME: George Minors	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Businesses, residents, and beach users need people to have the ability to park. This will add congestion. I cycle my bike around all the time. I did it 20 times last lockdown. It,Äôs not needed for cycleways as we have plenty of space to share the road. The reduced speed limit makes it easy to share the road and we don,Äôt need to separate it for the sacrifice of parking space.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

It would encourage a small increase in cycling but it would lead to a large reduction in visitors overall as people won,Äôt be able to cycle from a distance away, especially if they want to bring bags and food and

beach gear. It will affect businesses. The best way to reduce emissions is to encourage the switch to electric vehicles.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Vicky	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

Haitatai beach is used by many families as a safe place to swim with young children. It is also used alot by a l'd open water swimmers who were not consulted. Removing the parking in this area will adversely affect accessibility to Haitatai beach.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Lorraine Williams	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

year round swimmers at Hataitai Beach need parking. Families cant be expected to walk with all their gear to the beach, from a long way away. Most year round swimmers are in their seventies. H.Beach is the only beach with parking right by the beach. Lots of Balaena Bay swimmers have moved to H.Beach because you took away their parking. Over the last month or two you've taken some parking away already from outside the changing shed. In the middle of winter, I dont want to run, freezing, to my car, that's parked a long way down the road and around the corner. I cant see why cyclists and walkers can't share the footpath. I biked along the footpath from Railway Station to Miramar Wharf for years, stopping for pedestrians. I have been swimming for twelve years, winter and summer at Hataitai Beach, as have all my friends. I'm 78, I need parking please

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

People's pleasure is important. So many things are taken from them as they grow older (e.g the elderly operating under the Fifties Forward plan at the WRAC have been banished from the gym area (this plan was set up by WCC to promote socialisation at a cheap price). All I have left is my swimming. I am mobile enough now but my 12 years of swimming has made me more healthy and mobile. without my car I can't get to the beach without hassle.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Low importance

How important is it to have a connected and complete network of biking routes across the city?

Low importance

NAME: Paul Wilso	SUBURB: Mount Cook	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Access to the beaches. Keeping kids on bikes safe from cars.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More people will use this route to commute to work.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Tony Cox	SUBURB: Tawa	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Stop impeding traffic with barriers on the road

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Very negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

People will transition to EVs eventually and still have the problem of crossings and lack of parking due to some misguided believe that we will all catch a bus or ride a bike.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Mike	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Please stop removing car parks. Find a solution so pedestrians/cyclists and motorists can all have good outcomes.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Rosie jaffer	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It will make it safer for cyclists including kids to commute and

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Harrison V	SUBURB: Kelburn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Why add more crossing and traffic lights? These slow the flow of traffic. Seriously this council is so bike obsessed they forget about cars. Cars are not going away so don't punish people that drive them. Make a overpass for the bikes (a large one)

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Is cars are having to stop and start more then more emissions - more idling at crossing and traffic lights. This is not good. Traffic flow needs to be kept high.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Sandra	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Consider the desire of those with limited mobility to access areas like Hataitai beach.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

These changes make walking cycling more pleasant, but will not encourage more people to undertake these activities

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Matthew Cross	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Meghan Gillard	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

I don't believe putting a slow zone in Greta point will achieve anything. Also, a lot of people live in this area and placing restrictions on parking times is unnecessary. I moved to this area to avoid being in the CBD where there is time restrictions, therefore doing this will push more people in to other suburbs or make people use cars more due to not being able to leave cars in parks for long periods of time. Also, removing bus stops is not good for those elderly people who use the bus, and making the roads slimmer and making cars have to wait for people to get on and off of the bus is extremely inconvenient. I have already seen frustrated drivers pull onto the other side of the road to pass busses in areas further around where this has already happened - this is dangerous and likely to increase the chances of crashes.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Very negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

I am more likely to use my car as the time I can park my car in my suburb will be less. As I am in an apartment there is already limited car parking

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Important

How important is it to have a connected and complete network of biking routes across the city?

Important

NAME: Carlos Era	SUBURB: Hataitai	ON BEHALF OF: 410 Evans Bay parade	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Don,Äôt do it

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Very negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

It,Äôs already easy to ride a bike in these areas

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Erinna Gilkison	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Consider signage that it's OK for bikes to still use the road. Even when the bike path was MUCH less complete than it is now, I had someone shouting at me from their car that I should be using the path. If I'm correct that cyclists still have the option of using the road, it would be nice for motorists to know this.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Positive
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Adam Bird	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thank you so much for this. The new paths have made a huge difference for our commute. This last section from Miramar to the city will make it even safer and more fun.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

There is no need to drive when finished as will be safe quick and healthy

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Richard Brent	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Submission on Evans Bay Cycle Track 1. The design process for this cycleway began years ago, so it is vitually a fait accompli now. The original design parameters are questionable. Encouraging walking and cycling, reducing the use of vehicles, reducing emmissions, may be laudible goals in some situations but they cannot be applied to every situation, and not at the expense of other considerations. Taken over the whole day, The use of the thoroughfare from Cobham drive to Oriental bay would be dominated by road vehicles, probably followed by runners, cyclists then pedestrians. There are of course different sections of this route, and different usage types would occur at different specific locations. For example pedestrians and runners would dominate the Oriental Bay section other than the road, much of the rest of the route would have few cyclists and pedestrians and a steady trickle of runners. 2. For people with children, tradespeople, people who work outside the bus timetables, or people who go shopping for products larger than can be comfortably carried, vehicles are a necessity. In the not too distant future, electric vehicles specifically designed for short trip city use will dominate city streets, thus reducing emmissions to zero. The assumption that all vehicles are polluting the planet and emitting green house gases will no longer hold true. The whole basis for the design is therefore based on false premises, and seems to have been undertaken behind closed doors. 3. There are people living along Evans Bay Parade, and people who visit people who live in Evans Bay Parade. Many of these residents, and their visitors would have to walk upto a kilometre from the nearest carpark to the house. That is a big sacrifice to be arbitrarily placed on these residents. For the houses from Belvedere Road to Rata road, the nearest parking is probably on Evans Bay parade alongside Kilbirnie Park which is 500 to 800 metres away depending on where the residence is. This secition has its car parking reduced to zero. 4. I have run around the Bays from Oriental Bay to Cobham drive many hundreds of times. On most days it is a windwept piece of coastline, and generally I would do a loop either starting at Freyberg, running around the Bays and back through Newtown, or in the opposite order depending on which way the wind was blowing. The description of this stretch of coast as some sort of scenic route is disingenuous. When it is fine and calm it is great, but more often than not it is quite unpleasant going against the wind, and only the very hardy cyclists will be out in those conditions, and I doubt if there will be many pedestrians. Given that runners use this area a lot, it is cruel that we have been forced to run on concrete while the cyclists get asphalt. Concrete is a very unforgiving surface and causes injury in runners, whereas cyclists have pnematic tyres??? 5. It is much quicker to get into town going up Wellington Road, down Constable Steet and through Newtown etc. When the second Mt Victoria tunnel is complete, that route will be even shorter still, and much less affected by bad weather. If there is a decent bike option through the new tunnel, the route around the bays will become a white elephant on all but fine sunny days, but only if you're not in a hurry. 6. While this whole project is costing a fortune, it is still a cheap and nasty solution. If a cycleway is an absolute necessity, it should be by built in addition to the existing road, not instead of it. The walking, running, dog walking, pram pushing carriageway is too small, and the road is barely adequate for large trucks which are forced to use it bcause they don't fit the tunnel. The cycleway could be built on the seaward side of the footpath. The route could go on the seaward side of NIWA. Hataitai beach could be pushed out a few metres, and the 14 boatsheds after that either demolished

or rebuilt further out to make room for a cycleway. Encroaching on the marina would not seem to be too difficult. I note that the original rationale for the encroachments required for the boat sheds in most cases are no longer valid, and most of these could be simply demolished. All these encroachments should be re-evaluated and only reassigned if relevant criteria are met. It is clear that hardly any of these are used for their designated purpose. 7. There is an enormous amount being spent on providing facilities for cyclists. Unlike other vehicle owners, they make no direct contribution towards these facilities. They do not necessarily obey normal traffic rules, and there are no mandatory safety requirements for bicycles, scooters and the like. Electric bikes further complicate the issue as battery performance improves, these are becoming electric motorbikes. Should they be on the road or on a cycleway. Already the proposed cycleway is too small. Many cyclists will take their chances on the road rather than use the cycleway as they travel too fast, but will still hold up traffic on the road.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Don't know
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

The city's so called goals are not reflected in the way the city's population behave on a day to day basis. Note the following question is actually two questions. It is already fine for the few people who walk, and I doubt whether the expensive and disruptive proposal will make much difference to cycling.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Not important

How important is it to have a connected and complete network of biking routes across the city?

Not important

NAME: Annemieke	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Don't know
Using the bus?	Don't know
Riding bikes?	Don't know
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Don't know

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Alberto	SUBURB: Thorndon	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Less cars will drive along this route

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: John Locke	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

I think the removal of parking is particularly regressive - only healthy young people will be able to use this area now.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Bus stops are in traffic, meaning that now everyone will be start-stopping, which is horrible for carbon emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Rae Denton	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Anything that encourages more bikes is great

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Denise Fox	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

I,Äôm delighted for pedestrians and cyclists. But cyclists must use the new routes. Already some are not using the cycle route from O Bay to avoid being slow downed by other cyclists

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How do families disabled and elderly access the beaches? Park and go for walks?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Sarah	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Negative
Riding bikes?	Don't know
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Don't know

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Neutral



To begin I would like to say I don't have a huge degree of trust in WCC or your decision making progress. I feel like your consultation phase was so botched with your trailer park and despite giving feedback – you did what you wanted anyway.

I don't feel that residents are being valued around this side of town and some of the suggestions in this draft only serve to cement that feeling.

The trailer park in Evans Bay has had a significant impact on available parking on both sides of Evans Bay. Large campervan frequently park on Evans Bay parade for weeks on end. The tall ones block visibility when leaving the marina. I recently wrote out of genuine concern that someone will get hurt due to this lack of visibility. The response from WCC was it was a temporary problem as the cycle lane will be coming. Again – like this a done deal? I was incredibly vexed by your staffers response.

The trailer park spill over is one thing. The second thing is an increase of traffic entering and exiting the marina entrance. This is only going to get worse when lockdown ends and international travellers return. By nature the vehicles that are often entering/exiting are large lumbering wagons. Getting in and out of this marina onto Evans Bay parade has become nothing less than a cluster fuck. Its basically its own intersection with vehicles negotiating two lanes of high density traffic, cyclists and pedestrians. I notice you have put up signs warning that cyclists will be crossing but have you considered warning the cyclists that vehicles (many vehicles) will be entering and exiting?

If for example there are no available parks on the left hand side of Evans Bay Parade I must wait for a gap in the incoming traffic while the cars wait behind me. I must wait till I find a gap in both cars and cyclists. Naturally the cyclists couldn't care and the cars obviously keep moving while vehicles can back up toward the lights which is itself is a major hazard. This really really needs urgent attention.

I suggest to your team that you actually come down to the marina and drive in and out. Try a Saturday morning, a Friday peak hour, perhaps a Wednesday lunch time. Not once but a number of times. Experience what it is like and the fury and frustration of other travellers.

This draft to be looks like it has been designed by people who pass through – that are not residents and simply are not thinking about residents. Honestly this is a residential zone – is it not? Yet this looks to be a thoroughfare.

Before I list my individual points I would like to say that Evans Bay parade is exactly that – a parade.

In most places the current parade/pavement is expansive and more than enough room for both cyclists and joggers/walkers/whathaveyous. It actually very very wide. Take the area around Cog park as another example. Its already a massive amount of space for people to share. Granted at places around the bays it gets a bit thin but in some places there is already a multi level set up.

I think sometimes you need to think creatively with what you have. Rather than reinvent the wheel just for the hell of it.

I think that if you went to most residential streets in Wellington and said you were going to slash the number of car parks you are suggesting most people would be less than impressed. Think for a moment about your street – where you live and remove 78 carparks? Play with that scenario with your bags of shopping, toddlers and bits and bobs.

What your draft is suggesting is plain greedy and disrespectful to people who actually live on the parade. Are you planning on slashing Oriental Bay carparks by 75 too? Wadestown? Seatoun? Yes I understand you want a cycle way – but actually look at the space that is already there and use it wisely.

When I built my house here the WCC made me do a feasibility study to ensure my car would have room to be parked on the side of the road. That there was room! Now you are proposing to remove these carparks. So peeps – tell me where I am going to park? Please because what you have allocated is simply a joke to the number of people who live around here.

A lot of parks on both side are used by your spill off from the trailer park. Other parks are taken by people leaving for the airport – dumping their hylux and getting there ubur. Others are homeless people.

Have you considered keeping the carparks and actually looking after the residents who actually live here? Do you understand the problem residents are facing? Often as I said I can't park on the road sides and must park in the marina – another game of cat and mouse as I cross the traffic.

What do they have in Strathmore? Some of that main road has some special parking that means its restricted to residents 24/7.

Questions:

Taking the bus stop away on marina side? Why? What will be in its place? But why move it?

Relocation of this Evans bay bus stop to further up road is not well thought out. I suggest planners actually drive in and out of this marina onto Evans bay parade to actually understand the lay of the land. The bus stop there will make leaving the marina even more perilous.

Taking 78 car parks and leaving 8 unmarked? Have you honestly done a feasibility study here? The amount of carparks needed by residents alone is way more than 8 Are you doing this with residents in mind or commuters? As above plenty of pavement already so best divide that up between walkers and cyclists and leave the parks as they are.

What is your plan with all the campervan and trucks that park on marina side of Evans Bay? They will take the available parks away from residents and continue to obscure safe visibility.

What do the black marks opposite entrance to marina (yellow) represent? Getting in and out of there is an accident waiting to happen. What has been your thoughts around increased safety there? Who has the right of way? If I am trying to cross two lanes of traffic? So that the traffic behind me can safely proceed? But cyclists don't stop. Sometime cars coming toward me stop so I can safely cross but there is no management at this 'makeshift intersection' – its treacherous.

VERY STRONGLY OBJECT to losing any carparks on the other side of evans bay parade. Parking for residents is hugely in demand. Actually very strongly object to losing any carparks.

Your draft plan is odd. A lot of the changes you are doing simply take parking spaces. Not everyone will be able to ride or walk like you suggest. The areas – most of them are already very wide spaces. Taking car parks from residents and shop owners is just wrong.

Why are you suggesting moving the bus stop opposite the marina entrance? At the moment it partially sits over someone's drive way so was never going to be a park. Now you are suggesting moving it outside a residence which fits a number of parks. Is the aim here to make life more difficult for residence? Why are you moving the bus stop when it's perfectly fine where it is.

Pretty sloppy show here.

This looks to be entirely focused on commuters or cyclists – very little thought gone into looking out for people who live and breathe daily on this road as its by their home. Gutted so much lack of safety has been concerned around the marina entrance/exit.

Come drive/cycle in and out.

NAME: Todd	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Respect past use of the area and access to the sea

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Don't know
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Every little bit helps

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Anna	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

I oppose the removal of carpark spaces around hataitai beach. This will make hataitai beach a much less accessible venue for families and other users who wish to visit the beach to swim, kayak and other recreation. Cyclists already use the area of road and many cyclists don't even use the cycle paths that have been built further towards oriental beach, so there seems to be minimal benefit versus high cost in the new proposal.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

I think people will continue to drive to swim/kayak/recreation, but instead will drive further away to access other beaches, resulting in increased emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Sharon Taylor	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

How do you carry a kayak on a bicycle? Not everyone wants to ride a bicycle. You need a car to transport families. Please DO NOT get rid of carparks!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

People will always need cars for various reasons.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Chris Service	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

A much faster design, consultation and construction programme. It shouldn't take so long to build a few km of cycle paths.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Providing the infrastructure for safe cycling will enable non-cyclist to feel confident and safe to travel by bike over motor transport

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Peter Steven	SUBURB: Highbury	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I think ideally the bike path would be grade separated from the footpath, but if this is not possible then make sure they are clearly defined so that people don't walk or run in the bike path.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Because people will only consider cycling to be an option if there is safe infrastructure in place. I have friends who are grown men who live in Newtown who consider it too dangerous to bike into town down Adelaide road for example, so they drive or take the bus. I think this shows that our transport system is broken.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Lorraine Driskel	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Don't be jerks and take away the car parks - particularly around the scout den and Hataitai beach. How on earth do you expect people to access homes and the beach if there is no parking.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Sarah	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Amanda Gray	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Car parking at Hataitai beach, particularly in summer. Is it possible to take the grass area opposite the beach and create carparks? I know a lot of kyakers and windsurfers like to enter the water here and they need car parks as well as swimmers.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

I do think the new cycle/walk ways encourage people to get out of their vehicles and walking or riding or using a bus

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

NAME: Michael	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Separation of the cycle path from the road will encourage even more cyclists to use the route to commute to the city.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Liz Rhodes	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

This is our number 1 highway into the city, you need to sort out having another Mt Vic tunnel and get rid of the 30km zone around the south coast. Are you trying to cripple those who live and work in the Eastern Suburbs? I bike and walk a lot and the current system is fine. The only option I see that is viable is having a bridge over the main highway.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Very negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

More stopping at the lights, more gas used! More congestion. I think you should focus on getting Wellington moving, not slowing it up!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Paul Sara	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The car parking for Cog park, Haitaitai beach and Evans Bay yacht club is essential for recreational users. The park, beach and club are extensively used and reducing the the number of parks will be detrimental to this. The yacht club in particular has sailing disabled people and limiting parking will affect them as they will have to park some distance away. The area is used by waka ama groups and sailors again limiting parking will be detrimental to these activities.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

impacting peoples ability to use recreational facilities is counter productive to having to park further away will create more emissions and will be dangerous for people walking on the paths and trough the public boat ramp park

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Bo Pierce	SUBURB: Te Aro	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Don't know
Using the bus?	Don't know
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Don't know

Why do you think that?

Lack of knowledge

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Claire Solon	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Please don't remove all the parking on the section of Evans Bay Parade. I have older family who live in the area and their lives, and my visits to/support for them, will be made far more difficult if there is no vehicle stopping area. I also assist sea scout activity at the Britannia scout hall and cannot see how we can safely move children and young people, boats/kayaks and other gear in and out, which we currently do on evenings and weekends. Some form of safe/mixed use, with cyclists able to go slowly and/or on foot for part of the way, is a fair balance of all of these uses.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

It is not a particularly useful cycleway for commuters because it is long and exposed - I expect that there will be some increase in recreational use in good weather on weekends, but not much change to car use.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Neutral

**Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback**

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NAME: Ben Keith	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

I am a parent of sea scouts who use the Britannia Sea Scout hall on Evans Bay Parade several times each week - evenings and weekends. Removing parking will make collection/dropoff of children aged 6-18 and access for boats, gear and so on more difficult and, particularly at night, potentially hazardous and discourage ongoing membership of a longstanding, highly active and beneficial youth/volunteer organization. The hall is also used, and greatly valued, as an activity, storage and refit/repair hub but that use will also be made hazardous if not impossible. Please consider: - some form of parking in this long part of Evans Bay Parade, not charged and not limited to a few minutes; - some form of mixed use zone, with cyclists dismounting for this reasonably limited part of their commute/other use; and - improved lighting and any other safety features.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Don't know
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

The increase in the average number of cycle path users is likely to be limited: while there is some current recreational use, it is a -very- long commuter route around the bays; it is often subject to high wind or waves; some cyclists prefer road riding; and children/family cyclists can find bike paths monopolised by unfriendly users, particularly less experienced cyclists riding e-bikes too quickly and inconsiderately. This limited improvement will likely be equalled or outweighed by the complete removal of parking from a significant part of Evans Bay Parade, which will mean anyone who needs to use a motor vehicle in that area will end up waiting on parks / driving back and forth / holding up traffic and so on, particularly on weekends and times of high recreational use. The coastal road is also used by heavy vehicles that cannot use the Mt Victoria tunnel and having these sitting idling because of congestion and so on will diminish any carbon offset.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Cynthia Munro	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

There was talk on the night of the Zoom meeting, of the car parking opposite the Dog Park, being enough parking for cars that will need parks for the Hataitai Beach given many are being taken away from around Hataitai Beach. This isn't a solution, as these parks are also used for three other activities adjacent – namely, those going to the dog park, those launching their kayaks, and fourthly those going to the Cafü. It is recognised there will be two extra parks by the cafü, however the majority of people going to the cafü come by cars. Therefore several parks are required. Therefore, there is not enough parking by and near Hataitai beach if the council take away parks given there are four types of activities that use the car parks opposite the Dog park and around the Hataitai Beach. Would you please consider this before taking away any car parks, given that we need to support all recreation activities noted above, as well as cycling and walking, and not just concentrating on these two. Many families use Hataitai Beach.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Positive except for the fact that there are people for particular reasons needing to use cars on a continual basis and I think there seems to be a unbalanced focus on cycleways and should show a more balanced view with cyclists and motorists

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Bec Johnston	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Taking out all the parking around this area seriously affects the way people can use the beaches and public spaces.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

It would be better if council invested in public transport first.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Amber	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

We need those parking spot. Don't take them away. This will negatively effect business who rely on this traffic and also the ability to use amenities and access the beach

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Michael Burrows	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

No

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Encourage cycling to work

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Brendan Thompson Ng	SUBURB: Te Aro	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

The biggest barrier to riding in Wellington is the closeness to the cars. Remove that and I can start to take my kids out without worrying they'll be hit by a car

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Geraint Scott	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

There's some potential for pedestrian cyclist conflict, but with limited road space this is somewhat inevitable. It's great overall

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: John Spooner	SUBURB: Horokiwi	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

It's not clear what parking provisions have been retained for residents and coastal users on the section of upgrade between the southern end of Cog park and south of Evans bay boating club. This area is a very high parking area. Loss of parks will severely impact organisations such as the Sea Scouts. Seaward boatshed owners will also be adversely affected by any loss of parking. A drop off area is not sufficient for use of the boatsheds. Some owners require parking adjacent their sheds. The housing in this area is high density and that requires additional roadside parking for both residents and visitors. The existing wide footpath should be able to accomidate both pedestrians and cyclists while retaining valuable roadside parks.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

I don't believe the Evans Bay cycleway will contribute significantly to reduction in carbon emissions from motor vehicles. The intent is noble but the reduction of carbon emitting transport is complicated requiring more incentivisation as seen in many international cities. ie subsidised alternative non carbon vehicle usage, subsidised or free public transport, inner city congestion levies.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Neutral

How important is it to have a connected and complete network of biking routes across the city?

Neutral

NAME: Melanie	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Ensure walkers and runners don't use cycleway like they do elsewhere. Clear signage.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

People struggle to give up cars and bus service from Eastern suburbs is crap

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Harry Eccles	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Don't Remove car Parks. People in wheel chairs need to be able to park vans so that they can access beaches etc. Why bash handy caped people for people in lycra Harry

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

People will have electric cars. Especially on cold wet southerly days. Europe does not have our wind and climate.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Wes Harrell	SUBURB: Northland	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

If we make it safer and easier to walk bike bus then people will take advantage

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Jenny Robertson	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Encourage more zero emission journeys

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Kelvin Moffatt	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

While I support the intent of creating a dedicated cycleway, the needs of recreational users of Hataitai beach have been poorly considered as has access for persons with mobility issues.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

More ability to use cycles and scooters

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Lindsay Keats	SUBURB: Tawa	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

I think Wellington City Council should prioritise water/sewage that benefits all over a project that benefits a few

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Slower flowing traffic increases emissions. Regardless of building cycle ways cars trucks and other vehicles will still be driven

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Nina Fischer	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

More people currently not feeling safe on the road will be encouraged to commute. Opportunity to do a cycle tour with family into the city. However that is already encouraged through existing path.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

NAME: Arden grove	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

A Skateboarding park

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Don't know

Why do you think that?

Because more people will be doing exercise and less electricity and petrol will be used

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Chris Watson	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Sofia robinson	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Errol Curtis	SUBURB: Hataitai	ON BEHALF OF:	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Don't take away Residential car parks and car parks for the recreational users

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Positive
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

People with important jobs doing shift work won't be able to get to their shift work as there won't be transport for the.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Oliver ward	SUBURB: Breaker Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Billy wild	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Pointless change. Taking away parking in an area that already functions well will hurt residents and users of the area.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Make work change for WCC

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Tim Riding	SUBURB: Southgate	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Making it safer for cycling and walking, and reducing parking will encourage people to use personal motorised vehicles less. Strongly support.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

NAME: John	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Terribly poor / non-existent biking and walking infrastructure is why so many people drive, it,Äôs really simple

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: jessica mcburney	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Émile Mountfort	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Facilities have not been given due consideration and are not sufficiently provided. Specifically, in the sections already built are either completely lacking or insufficient in toilets, water and rubbish/recycling receptacles. The redesigns are fantastic and will allow heaps of people to use the paths, and people need facilities such as water and toilets, and the environment needs it to be easy for people to dispose of their rubbish appropriately. Additionally, concrete is hard under foot and asphalt is soft under tires, so concrete should be used for the bike lanes and asphalt for the walk lanes. Less aesthetic perhaps but better functionality.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It enables more volume and diversity of active mode travelers.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Kim	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Can't see people towing their water sports gear on the back of a bicycle..

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Terry Baker	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION:
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

DO NOT TAKE AWAY PARKING FOR HATAITAI BEACH!! THIS IS AN ICONIC LOCATION THAT HAS BEEN USED BY HATAITAIANS FOR MANY GENERATIONS NO NO NO SERIOUS NEGATIVE TO PROPOSAL

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Neutral

NAME: Caroline Robertson	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Allowing wider sections for bikes to pass other bikes

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Making it easier/safer for people to bike will encourage more to take up the option

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Christian Williams	SUBURB: Mount Cook	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More journeys bike bike once people feel safe on their journey to and from the city. Better bus experience leading to more PT trips.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Gill Willis	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

I swim at Hataitai beach about 350 days a year. There are a large group of older women who do this. Some have mobility issues. People on bike's speed past now. This beach is the only one with shelter from prevailing winds of NW and N. If there is no parking near many of us will have our lives grossly affected. The stroke patient woman will jave her only joy taken sway This is not taking into account use of this beach on summer for young families snd elderly alike.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Greg Williams	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

The key consideration will be access to the beach and shops. The general system makes sense.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Make it safer to bike, walk and run around the bay

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

NAME: Richard Brown	SUBURB: Te Aro	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Route the cycle and walkway around the coast at NIWA and Cog Park so the view of the sea is maintained and to separate it from vehicles

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Very negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Any change like this will have no effect on climate

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Tom Harris	SUBURB: Melrose	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Make sure bike path and walking path is separated in a way that does not encourage walkers to stray over

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

More cycling to work

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Richard Moon	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Given the recent increase in rates it seems the city cannot live within its means. All non-essential spending should be put on hold whilst the books are balanced and issues relating to water and social housing are properly addressed.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

You have presented no evidence that fewer vehicles will be used as a result of these changes, nor any evidence that people using this area currently have any difficulty transporting themselves through it.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Dan	SUBURB: Melrose	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please provide multiple ramps to access the cycleway, so that if you miss the first ramp there is another opportunity and you are not stuck on the road. Please use the 'only cyclists' and 'only pedestrians' signs seen on other cycleways to discourage pedestrians from fanning out across the cycling lane - as this just pushes cyclists back on to the road. Or make bells mandatory on bikes. Please consider that cycleways are used by bikes, ebikes, scooters, skateboarders, skaters, both recreational and those in a hurry to get home and allow for safe passing without endangering pedestrians who also come in many forms and travel at different speeds. Please be proactive about identifying and contacting the people who feel that they haven't been consulted. No-one wants a cycleway built on ill-will.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Don't know
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Human powered transport is better for humans and their environment (when it is practical for them to use it).

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Adrienne Linney	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The removal of car parking is excessive, particularly around Hataitai beach. This area is used by a huge range of people, families with small children, users of the water including swimmers, kayakers, SUPs. The removal of parks around the beach area has effectively rendered it unusable for anyone who needs to come in a vehicle due to children, disability, the carrying of picnic gear or water sports equipment. The road is being made narrow and is more dangerous for cyclists who choose not to use the shared pathway. Overflow parking will be pushed into residential streets.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Because people will either not come and go elsewhere in their vehicles or will park further away at an inconvenience. You aren't making it safer for people who ride bikes quickly because they don't ride on shared pathways they are forced to ride on narrower roads.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: isabelle collins	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

The detail of your proposal, when looked at closely, means that congestion and therefore emissions will increase.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Ely Dyer	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Ti	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

New basketball hoops on the court that are regulation height would be great. The current jacking system to change the height is stone aged and rusted over so it doesn't work.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Positive
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Not important

NAME: Alison	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Keith	SUBURB: Newlands	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

When installing raised area on crossings bear in mind small eco friendly vehicles often bottom out because the slopes are too steep. SUVs and other large cars dont have a problem

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Don't know

Why do you think that?

The city is extremely exposed to the elements and there doesn't seem to be much in the way of shelter from the elements

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Not important

NAME: Tamar Louisson	SUBURB: Worser Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Walking,Cycling is a positive direction for the well-being and health of our citizens

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Simon Louisson	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I would like to see Stop signs and road markings at the entrance to Niwa and big Greta Point housing estate. I bike quite fast and I notice often drivers from these two places in particular often don't bother to stop

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

We want as many as possible using active transform and make it harder and harder for people to drive cars

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Dave Flynn	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important

NAME: Anna-Marie O'Connor	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

I am along with many others a user of Hataitai Beach all year. As one of the few accessible beaches in Wellington many older elderly and disabled people use the steps to safely access the water. From my observations people generally arrive by private vehicle and require parking. Whilst a few Hataitai residents maybe able to walk there. It is a steep climb from the beach. Many people also park to the walk around the waterfront. An assumption has been made that everyone has a bike and is able to ride one. Hataitai beach is very popular in the summer. The vast majority of users arrive by car. Where is the parking?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Don't know
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

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How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?	How important is it to have a connected and complete network of biking routes across the city?
Neutral	Neutral

NAME: Glen Dodd	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

There seems to be a lack of thought for emergency service vehicles needing room to get through. Narrowing the road the way you have is making it more difficult to get through. Remember it could be your loved ones that need help. And narrowing it the way you have, bud stops jutting out means traffic stops totally. NO THOUGHT! it doesn't need to be as wide as you plan. Most cyclists are still using the road making it more dangerous.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

It will take than this to get people in Wellington to move away from their cars etc. a far better option would be to put the money into a decent public transport that actually worked and was cheap. Remember it, "windy wellington" Have a decent look around the ones you have done, yes some use it a hell of a lot don't and it, "dangerous. It, "a road that, "been dangerously narrowed yet their is a cycle lane for them. Should be using the money on an education of bike safety and fixing up the crap Water/waste pipes that we will need after a natural disaster.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: K Dodd	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Bikes are not using these. They still ride on the road - a road that is now narrower and more dangerous for them. Making bike paths will not make people bike

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Spend money on making it,Äôs easier and more convenient to use public transport to get people out of cars- more regular, faster, cheaper

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Important

NAME: Elizabeth Jackson	SUBURB: Karaka Bays	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

I'm not sure what considerations need to be made for those cyclists who will continue to use the road as a preference (due to their speed, experience, etc.), but that certainly needs to be accommodated. Recreational cyclists (like myself and my children) will love the proposed changes, but more serious cyclists will not use the paths, and the impacts on them should be considered.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Hopefully more people will cycle to work. I don't think that it'll make any difference re. more people taking the bus than do presently. But serious cyclists will already cycle. Maybe a few more recreational cyclists will

consider cycling. But the overall impact will be fairly low. It'll be increased bike recreation where the impact will be seen.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

NAME: Hiromi Beran	SUBURB: Wellington Central	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

I am extremely excited that this is happening! Urban transport is a huge contributor to New Zealand's carbon emissions, and so getting as many people as possible into accessible, safe active transport should be a strong priority. I would love to be able to bike all around Wellington, but currently do not feel safe to do so due to the traffic and lack of a connected cycle network.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Kate Loguteva	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Wide and safe cycleway around the bays will motivate more people living in the area to cycle to work.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Richard Keller	SUBURB: Lyll Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Limiting the access of vehicles is necessary for the other aspects (walking, cycling, scooters, etc.)to have the desired impact.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

There will be limited impact only unless there are changes to limit vehicle traffic.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Katie	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Jacqui	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Removal of car parks will be a negative for residents as well as visitors to the area

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Because it,Äôs a pipe dream. Wellington is not a city conducive to regular riding / walking

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Patrick Wilkes	SUBURB: Ngaio	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Russell	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Encourages active transport modes through safe route provision

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Sheila Hart	SUBURB: Southgate	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

This looks great, and will allow a route all the way around from city to airport.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Encouraging walking and cycling, or bus use.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Mike mckee	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Do not take away parks outside businesses or sporting clubs or schools or next to parks.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

1. Because the science isn't settled. 2. You are wasting our after tax monies and not doing your job in the first place for existing infrastructure. 3. That always comes first. Pipes not bikes. 4. Displacing existing business and community orgs, parking slots is not on for at most less than 5% of road users. 5. You should have added more busses, going to more places, at an affordable cost before adding new infrastructure. I want safer streets for bikes, but not with your ideological blackmail questions. Pipes before bikes!!!!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Fiona Curtis	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

They will make cycling more enjoyable and will encourage more people to take up cycling instead of driving.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

NAME: Lynley Jones	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Removal of parking for Hataitai beachgoers and children being dropped off and picked up at sea scouts (for regular sessions and regatta/camp loading) will be dangerous. That is an extremely busy piece of road and it is only safe to park and wait for pick up on the sea side of the road.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Don't know
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

I don't believe it will decrease the use of vehicles on that stretch - it'll just make it harder for beach users, boat club users, sea scouts and guides and residents to park and go about their business.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Grant McNamara	SUBURB: Oriental Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Include 'parking areas' for hire bikes and scooters.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Much more likelihood people will cycle/scooter because it is so much safer than riding on the road.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important

NAME: Vanessa Prockter	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

It will effect people who don't have a choice in using vehicle. With no parking & reduced road width this will families, elderly & people with disabilities.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Gary Finlay	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Any chance of routing track behind NIWA?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Will encourage more cycling.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Thomas Turton	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Very Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Amar	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Can the rotting pier be removed. I like the idea of making a space for people to sit and have a picnic or rest. Make more spaces for people to enjoy the area

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

This will slow down traffic that still drives through. Deter motorists from joyriding through the neighbourhood. But mostly encourage pedestrians, cyclists and bicycle commuters who are circumspect of vehicular traffic

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Sophia	SUBURB: Brooklyn	ON BEHALF OF:	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

NAME: Marc Dewes	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

As stated by many if my friends, family and business. This is a very bad mistake as it will impact on community, parking etc etc

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Craig Boyes	SUBURB: Breaker Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

There are several clubs of which mine is one that uses the Evans Bay Yacht and Motor Boat Club club rooms. Mine has a few over 100 Members. We have Club Nites once a month (between 20 & 60 attending), committee meetings once a month 12 attending, Fishing Competitions with between 10 & 30 people attending 10 times a month on Sunday afternoons and then 2 or 3 social events with some 50 - 60 odd people attending per annum. All of these use motor vehicles, which sometimes include trailers with boats or quad bikes. Your proposal will make access very difficult, particularly on those days when other clubs have events on at the clubhouse as well. Not impressed that you have developed this so far that it seems like / feels like a foregone conclusion.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	
Using the bus?	
Riding bikes?	
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	
Working/owning a business in the area?	
Living with mobility or accessibility issues?	

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

Its a balancing of factors. This is what I choose to do with my life. These choices were made long ago when the council facilitated the placing of the Yacht Club where it is. Tell me what you like doing and we'll how much you squeal when I tell you the plans I have to frustrate that.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Stephen Woolley	SUBURB: Ngaio	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The removal of the carparks along the seaward side of the road from Greta Point to Cobham Drive will have a largely negative effect on recreational users - whether swimmers at Hataitai Beach, sailors at Sea Scouts and at Evans Bay Yacht and Motor Boat Club, boaties at the public ramp and also Waka Ama, Kneeboard club members and anyone else who has equipment they need to bring to the water. Most of the equipment used by those recreational users can not be brought on public transport or otherwise except in a motor vehicle.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

There wont be any less vehicle movements from the users I described above, all that will happen is that they will need to move their vehicles more to get the same result.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Ken Allen	SUBURB: Mount Cook	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please consider the need for beach visitors from outside the local area to easily access the area, especially Hataitai Beach and Balena Bay.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Don't know
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

It is difficult to see how reducing emissions from road transport in NZ will contribute to climate change as NZ's emissions are extremely low compared to large emitting countries.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Low importance

NAME: Jane de Lisle	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

I am very concerned about the proposed lack of parking at Hataitai Beach. Please consider removing parking from one side of the road only. This could be done if the centre line is moved and the proposed cycle lane becomes a single, not double lane, for the short distance by the beach. For safety reasons, the seaward side would be best to retain parking, particularly to help parents with small children and related paraphernalia. Various watersports also take place at the beach and participants need somewhere to unload and stay. Many of us older people would find it difficult to have to walk a longer distance to and from the beach. Please visit the beach on a hot summer, A&S day, especially over a weekend, and you will see how busy it is and how the parking is already over utilised, including parking at Cog Park, and that is without losing many parks as proposed. Please reconsider, and think outside the square. We need our beach, and access to it. Thank you.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

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How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Ray Deacon	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Making buses stop in the driving lane, rather than having to pull over as they do now, is going to create a safety hazard. How many rear end crashes have you allowed for? How many dangerous overtaking moves do you expect? I have lived on the Miramar Peninsula for 25 years and regularly travel this road. I have rarely been held up by buses as normally I can easily get past them even if they have no dedicated stopping bay. But you are narrowing the road so much at Greta Point that this will not be possible there, but some motorists will still try, increasing the risk to them and others. You need to change this plan so buses can pull over out of the driving lane. Why put another crossing in at the cafe, when the one for the dog exercise area is so close? Surely the sensible solution is to relocate the existing crossing closer to the cafe? Why raise the crossings when road-level crossings work perfectly well and are much cheaper? How can you justify the extra expense?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

It will do nothing to reduce car journeys, but will slow them, and thus lead to an increase in emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Rich H	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Make sure that cyclists and bus passengers don't face conflicting space requirements at bus stops.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Getting more people riding bikes, walking or scooting instead of driving is a strong emissions reduction shift.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Jonny Osborne	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More people are likely to take up active forms of transport

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Michaela Urbanová	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It will encourage more people to bike because it will be safer

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: J	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

As long as it changes the need to cross the road at several points when cycling, it,Äôs a win.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Jay Garden	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

Greta point is quite high density living, and car parks are scarce. Many people seem to be like myself, biking or bussing to work each day, so leaving the car at home until the weekend. So please consider making some of the short term parking only limited in the weekend. Maybe a deal with NIWA so residents can use some of their parking in the weekend?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

It might be easier to take the car to work than find a park for it, but it might encourage some additional people to ride, so overall, probably neutral for at least a few years until people realise they just can't own cars anymore.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Important

NAME: Bill Viggers	SUBURB: Kelburn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Better cycle paths mean more cycling and less driving.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

NAME: Georgina Preston	SUBURB: Kelburn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Don't know
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Kath Tate	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

The council should look at the provision of more parking at the marina if they are removing parks at Evans Bay. The narrow pedestrian crossing will impede road cyclists and ebikers and make it dangerous for them (they are too fast for the cycle way). The walking track should be made of a softer surface so runners/walkers use it, otherwise they will take the shortest line (onto the bike path)

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: I	SUBURB: Wellington Central	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Less cyclists will die

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Jarrod Crossland	SUBURB: Maupuia	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

This is simply joining up to existing bike paths, do we really need to do piecemeal consultation on every little addition to the network? We are in a climate emergency & the city is already clogged with cars... Everyone has agreed, just get on with improved walking/cycling and public transport please.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

We need connected cycleways and improved public transport to get people out of their cars

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Ed Bedwell	SUBURB: Crofton Downs	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Gareth Jardine	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Safer cycling/walking paths will encourage more people to use emission-free transport

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: jenny cossey	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please take bus stops off the road. The new one at Balena Bay is ridiculous. There are two ways to the city from the Eastern suburbs to the city centre and now we all have to stop in a car for a bus when there is room to make a slipway/off road bus stop in Ballina Bay. This adds time for commuters.....and I commute by bike and on wet days by car

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Negative
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Getting out of the Eastern suburbs needs two lanes of through flow traffic, bus stops off the road please, so the traffic can flow. People have pleasure time, not just commute to the city(which I do by bike). This is

when the traffic snarls up Sat and Sunday and even more with ridiculous bus stops. Before the new bike lanes I would kayak from the bays along Evans Bay. Now this is not possible as no where to park and unload a kayak on the weekend.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: William John Herrick	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

How can anyone even take an elderly person to a calm sheltered beach without carparks. Let alone a picnic hamper or a kayak. I,Äm a regular cyclist and I,Äm appalled by the steamrolling of this proposal over other users of the footpaths and roads.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Wellingtons weather and topography is the big stopper for most people to cycle regularly

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Des Kelly	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

It's great to see a focus on 'people first' urban design. I really hope this happens

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Sheryl Dean	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Sam Griffen	SUBURB: Wilton	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

This proposal looks fantastic. However, I think it would be worthwhile considering whether a two level shared footpath could be implemented for sections of the route, similar to the one further around towards Oriental bay. I imagine that there potentially would not be space for this kind of design, but it does definitely make it feel safer for everyone involved.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Reliance on personal vehicles is a very emissions heavy lifestyle. These changes seem like they would encourage active transport and public transport, and discourage private motor vehicle transport, and that is

a very good thing. In the long term, finishing this link between Miramar and the central city seems like a brilliant idea, as it would hopefully make people feel safer riding into and out of the city.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Kerry	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

You are killing the city with these goals. Bring people back into the city. Fix the public transport and the roads should be priority. I can not bike everywhere. We are living our life, playing sports, travelling round the greater Wellington region. Make the roads work, get the city moving. I don't think this particular stretch of road needs this initiative.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Annabel Ritch	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I strongly support increased safe biking facilities. It would be great if the council would consider painted bike path (for example in Melbourne this is green) as my current experience of the path around the Bays is walkers/runners cruise the bike path. This can create safety issues, particularly with electric bikes hitting 25-32km/hr.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Don't know

Why do you think that?

The more people on bikes, the less cars on the road

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Anne Ingram	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

There is too much emphasis on wide spaces for bikes at the expense of everyone else. Find a solution that does not impede on others ... we do not need a double space for walkers and bikes and we do need parking for cars. We need to take into consideration proportion of users and not override everyone else so the bikers have more space than required. This is not getting wellington moving ... this is moving wellington backwards as a city.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How do you think that removing some cars from the road will have any major impact on climate change. Any change will be minor ... and in the process you are moving wellington backwards and making the city a less favourable place to live.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Not important

NAME: William Shand	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The car parking for recreational users will be greatly reduced, making it difficult for people house these areas for swimming, boating ..

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Christine Kell	SUBURB: Lyllall Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Taking most of the parks away on Evans Bay Parade will negatively impact those who take part in sporting activities on the water in Evan's Bay. Using public transport to get to Evan's Bay is not a viable option for those bringing cumbersome equipment with them such as fishing or diving equipment. Having no parking makes it difficult for those families wanting to share a fish and chip dinner on the beach on a sunny summer evening

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Don't know
Riding bikes?	Don't know
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Electric vehicles are becoming more prevalent. Over time I think that they will become more so as the price drops as second hand EVs and hybrids enter the market. A large number of Wellingtonians are going to keep driving their cars regardless of how difficult the council make it to drive around so as the roads become harder to negotiate EVERYONE using the area will be less safe.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Douglas Young	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

recreational users of Evans bay who use there car to transport gear will be barred from the area as there is an existing shortage of parking on the weekends close too yacht club .

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

because electric cars don't have emissions ,and more people will want the convenience of transport offered by a car , so there will be more cars wanting to use the area not less. The proposed plan is short sited ,and won't stand the test of time . trying to force people to walk or use public transport ,will coarse the area to

stagnate ,as t The people who make the area vibrant won't be able to use the area, because they need to have there ;canoes , sails ,fish containers, petrol/ diesel containers ,dive gear etc.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Low importance

NAME: Lukas Eling	SUBURB: Northland	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

A connected bike and walking path between oriental bay and Kilbirnie will make commuting so much easier and more popular

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

I think it encourages the switch from car commute to walk/bike commute

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Linda Croy	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Safe cycling lanes gets more commuters cycling which means less cars and buses.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Don Boddie	SUBURB: Other	ON BEHALF OF: Our Fishing Future inc	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The loss of car parking will have a very negative effect on people currently participating in a multitude of marine based activities in the area. People bringing kayaks, yachts etc to the area will have to park and cart their gear more than 250m through bikers etc to get to the launching area. High chance of accidents and personal injury. Lets protect the unique recreational features already existing and dump this dumb idea.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

People will need to drive to other launching areas further away if reasonable access is not maintained as is. Why is meeting the wants of the cycling section more important than the established patterns of marine recreational users? Punish one to please the other?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: Andy Brown	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Hi,
 I am extremely disappointed to see all the car parks on the seaward side of Evans Bay, and in particular around the EBY&MBC will be removed to accomodate the new cycleway.
 As an active member of the Evans Bay Yacht Club this will have a major effect on my participation. I bring my boat down to the yacht club each week and rely on my car to do this. Without being able to park on the road I will be unable to participate in a sport which I love.
 Obviously the cycleway will also have a major effect on other recreational activities in the area such as swimming, sea scouts, waka and surf skis to name a few.
 I did also fill out the survey on the subject and found the questioned really geared to the cycleway going ahead.
 This was disappointing as it will not give you the real feeling of the community that use the facilities in the area.
 I would be interested to know what consideration has been given to providing parking for those participating in water sports in the area. Not everyone rides a bike nor is it practical to use a bike to transport your gear.
 I hope that you will take my concerns into account when making a final decision
 Yours
 Andy Brown

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative

Working/owning a business in the area?

Very negative

Living with mobility or accessibility issues?

Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Christian	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Good separation between the walking and cycle paths

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Less cars on the road

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: beth	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

your proposal will destroy traffic flow to the airport and city. it needs to be an OVERBRIDGE to keep the flow of traffic.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

After you ruin the economy of the CBD, crime take over

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: asher regan	SUBURB: Te Aro	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

because it will make active transport an easier and more accessible decision

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Rodney Farrant	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: George Sederis	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

This is fantastic upgrade to the roading infrastructure to prioritise the needs of pedestrians, and cyclists (rather than just cars). It will make it much safer to cycle through the area, and will only add to the number of cyclists who substitute a car for a bike! Can the slip lane for exiting SH1, and turning onto Evans Bay Parade, be removed (location near 536 Evans Bay Parade), so that it is easier for cyclists to exit of the new cycleway near Cobham drive/Evans Bay Parade, and cycle along the SH1 footpath to Hamilton Road, and into Hataitai? The current slip lane is hazardous for crossing cyclists, as traffic is exiting a gradual round corner from a 70km/h zone, yet there is minimal visibility for cyclists

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

With the implementation of a safe, separated cyclway, people will substitute driving a car, with biking instead (reducing transport emissions). Removing parking makes people consider if worth owning a car (if it can't be parked on the road), and therefore consider other transport options such as a bus, or cycling.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Matt Taylor	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Do not remove the 110 car parks (74% of available parks) within 250m each direction of the Evans Bay Yacht Club clubhouse. Removing car parks will greatly restrict access to the Club's facilities for weekend and special event sailing. Removing car parks is a direct impact on the Club members and use of the community facilities.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Riding a bike in Wellington's climate is difficult for the vast majority of the year. More smaller and efficient cars are a better solution for combating the Wellington wind.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Anastasia George	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

I do not agree with the reduction in public parking

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Nicole	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Peter Bruin	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Do not remove all the car parks from Haitaiti beach.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

People will drive cars to Oriental Bay to the then walk cycle around Evans Bay. I used to be a regular commuter on a bike 10 years ago it was a wide road and cobham drive was a wide footpath ideal for commuting. Over time the council has allowed buses and mobile homes to park permanently on the side of the road making it narrower for both cars and bikes. Limiting the amount of time to say 4 hours would have been a much cheaper solution. Now what is happening is the cycle way is creating conflict between vehicles

as the road is too narrow for recreation or commuting bikes. So I don't actually think this is going to do anything to reduce car emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Claire Bruin	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The cycle ways only suit the recreational cyclist. Commuter and road cyclist cannot use these safely as there are too many slow people on these. They cannot use the road either as it is now too narrow to be safe. The walkways for people have been made out of concrete with shells, this is much harder to run on and much higher impact on the body and will be more slippery and shells will come out. The lack of carparks around Hatatai beach will mean that this beach is now not able to be used by anyone but close residents. I am a triathlete and live in Miramar. I use around the bays to run, bike and swim on a regular basis. The changes that are being made are not an improvement at all, it will mean that I cannot use this area anymore, even though it is on my doorstep. Miramar Ave does not need a cycle way either and we are getting very tired of roadworks, it has been about 3 years!!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Don't know
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Negative
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

I don't think more people will bike or walk. I have an electric car, so don't create emissions. But would be less likely to bike with the changes.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important

NAME: Debra@halton.co.nz	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

I feel that you are prioritising walking and biking and forgetting that some of us like cars, like to drive to beaches. As a very Windy City just catering to walking and biking I think is not considering the way other Wellingtonians want to use their city too. I feel this approach is very biased towards one means of transport.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Again I don't feel you are adding transport, you are favouring Bikes and walking and forgetting there are many days of the year when most people won't use that means of transport as our weather can be horrendous. Then we are left with congestion and clogged roads.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: A Proud	SUBURB: Wadestown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The plan should not adversely affect current recreational users of the Evans Bay area. Loss of car parking will adversely affect recreational users for kayaking, windsurfing and sailing.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

The proposed cycle path will have no net change in the amount of vehicle movements associated with maritime activities as cycling is not a viable alternative method of transport. It will only lead to more congestion as people are unable to park.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
A de Liefde	Hataitai	as an individual	No

Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

When making raised pedestrian crossings, please ensure the width is suitable for vehicles and buses to cross north and south simultaneously when there are no pedestrians, so traffic is brought to a halt only when pedestrians are present. This will lessen traffic jams. Please ensure the pedestrian crossings do not allow pedestrians to step in front of an oncoming vehicle that has insufficient time to stop, as happens on Oriental Parade. Such pedestrian activity will be more dangerous after changes to Evans Bay Parade as the road will be much narrower than Oriental Parade. The ability of fire engines, police and ambulance vehicles to get through quickly will be a problem due to the road being congested as a result of these changes (much like Oriental Parade but without the width of Oriental Parade). The reduced parking will make access to Hataitai Beach and other areas difficult for people who have mobility issues or small children, as they will not be able to park. Unfortunately this point appears to have been when raised by another person (See Webinar 1 - Questions and Answers "Have you taken into consideration the aged people who like to visit the area and cannot walk or cycle to enjoy what is their heritage?"). Your response was that wider footpaths will improve accessibility. This ignores the point that was being made - that people who cannot walk or cycle the whole distance will not be able to access the more central part of this area such as Greta Point and Hataitai Beach. The lack of parking in the proposal will make these areas exclusive to residents, cyclists and young, fit pedestrians. WCC's policy that "on key transport routes parking is the lowest priority" has been used to respond to parking concerns raised by people (see Webinar 1 - Questions and Answers). This response is, in my view, complacent, simplistic, disrespectful and discriminatory to the area's residents and also to people with mobility challenges. I would be interested to know WCC's policies in respect of supporting street parking for residents and supporting access to recreation areas for mobility-challenged people. Similarly, people have raised a concern about the current problem with obstacles caused by large numbers of campervans parking on the street (see Webinar 1 - Questions and Answers), which is a problem now but was a nightmare pre the pandemic so will be again, as well as party buses, food trucks and boat trailers. There is a great need for a bylaw on this, particularly with the changes being proposed. Responding as you have, that you "expect Evans Bay Parade will become a less attractive place for these types of vehicles to park", is inadequate without a rationale for this expectation that can stand up to scrutiny. In my view the problem will not disappear when the road becomes more narrow and congested for vehicles. In fact, with the road narrowing, these vehicles will create a traffic hazard. They park on the road because they can, because the campervan park is less secure than the residential street, and because questions are asked if they park in the marina. Some campervans are now permanently parked along Evans Pay Parade with people living in them (and enjoying the scenic view). I was advised by WCC staff to raise this as an issue within this consultation process in order for it to be resolved, such as via a bylaw. The reduced parking opportunities will be a huge issue for residents. Some properties are not large enough or configured in a way that allows a garage to be built, and where garages/driveways do get built this will reduce street parking further. In detailed project planning, please give a great deal more thought to how to enable sufficient parking for residents and mobility-challenged people and families rather than simplistically saying parking is the WCC's lowest priority. Currently, it seems to be ignored as problem except for the yacht club and Greta Point Cafe. Astonishingly,

there is an Evans Bay Parade suburb of residents living here who are not considered at all in the impacts in the plan proposal. The impacts on residents will be significant and in respect of parking and movement in and out of the area, considerable. Please consider the residents. Astonishingly, Evans Bay Parade is not a suburb that can be selected in the personal information of this survey, only Hataitai or Kilbirnie, which are different areas with different access routes to the residents who live along Evans Bay Parade and in the areas immediately adjacent to it (such as lower Belvedere Road).

I have completed a submission but wanted to add this without it going on the website:

There is the issue of the effluent disposal facility at the yacht marina. The facility was designed for occasional use by yachtees. In recent years its use has expanded to include the busy comings and goings of campervans parked in the large campervan area, campervans overflowing/choosing to park on Evans Bay Parade, and campervans/RVs that arrive especially to use it. Being not designed for this volume, it creates a stink when there is a gentle breeze that, being heavier than air, crosses the road, drifts into residents' back yards and living rooms, and drifts up the hill to Overtoun Terrace. Rather than respond that this "is out of the scope of the Greta Point to Cobham Drive project" (which I understand), please take steps within WCC to ensure this issue is addressed, complimentary to this project. I have been advised that Wellington Water is not responsible for this effluent disposal site.

This issue is a great concern to residents and will not be pleasant for pedestrians and cyclists either.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Increased traffic congestion because the traffic will have to move much slower and frequently come to a halt at pedestrian crossings. It will also increase traffic congestion through the tunnel, again bringing traffic to a halt. Some increase in cycling will be too minimal to counter this added congestion.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Neutral

NAME: Mersina	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Yes no thought has been given to the concrete footpath and the impact on runners. I have to run on asphalt and road due to the concrete and the impact on joints of the concrete. Not to mention the lack of lighting along Cobram drive on the walk area and the pretend hills making it unsafe in the dark being so far from visibility. I sick of being abused by cyclists who seem to be able to ride their bike wherever they choose. Please reconsider the concrete and atrocious lighting and safety of all runners especially female runners

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Don't know
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Not encouraging walking or running only cycling

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Antonia	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

How many car parks are going to be removed?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Discrimination of people that drive cars!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: Chetan Parbhu	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Martin Rother	SUBURB: Maupuia	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I'm disgusted that I have as a member of EBYMBC repeatedly received emails from said club urging all members to oppose the suggested changes. IMHO this campaign of the club fails to consider the greater good.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It's high time to significantly reduce our reliance on cars!!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Ken Glassey	SUBURB: Newlands	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

the width of the cycle lane is excessive in the sections were it comes near Haitaitai beach and the yacht club due to the loss of car parking. This will prevent those using those locations for getting kids and gear there. very differcult to get wet yachting gear home on the bus. I believe a 1m increase in width of the footpath is sufficient and will still enable parking and a 6m road width. the parking by cog park could be changed from parallel to angle parking to double the parking capacity with no impact on the cycle/walkway. those that have boats and sue the facilities need to driva and park there.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

encouraging cycling and walking rather than cars for commuting. however not all activities such as boating sailing kayaking can be done by public transport or cycling.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important



Im
available

NAME: Dave Gilroy	SUBURB: Houghton Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION:
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

yes a lot of people use Evans bay yacht club for more than sailing (where are the sailors going to park if you remove the carparks?) that require street parking , you say this is to give everyone better access and then you remove access via way of removing parking for those that utilise the marina and yacht club !

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

live in Houghton bay and rode to Thorndon for work for 4 years when it was gale force winds, or rain or winter I never really saw many other riders . Before this bike lane was in people riding into town were on the

left hand side of the rode and if hit by a big gust of wind would be pushed onto the hill beside the road , now they can be blown onto the rode or drenched by wave if on the cycle way why would you

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Richard Scales	SUBURB: Breaker Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Sea Scouts need access to their hut AND to unload dinghies from trailers so the kids can sail. No car-park slots means spoiled activities for our children. The yacht club would, at first sight, seem to have lots of space. BUT, have a closer look on a sailing day and you'll see that that space is full of dinghies being rigged and trailer-boats being moved to the ramps. Cars that have been used to bring the gear required for sailing (eg sails, rigging, water-proofs and life-jackets) and, indeed, boats themselves, are required (by the club) to park outside. How will the proposal cater for this need? It's a clear, present and on-going need, not a possibility! Buses and bikes will not suffice to transport what's needed! Come down on a regatta day and there's an even greater demand for on-road parking spots! The land that EBYMBC uses belongs to WCC. On sunny days, pedestrians and cyclists veer off Evans Bay Road and detour freely through the club. Surely, with a bit of : - collaborative effort, - appropriate signage, - safety barriers and - some security cameras, the pedestrian walkway could be re-routed away from the road and proceed near to the shore? That would allow the cycle way to take over the present footpath. (You will know I hope that that pathway is shared already by pedestrians and the non-lycra cyclists.) It would be feasible to do adopt that suggestion with the roles reversed, ie the cycle pathway goes through the club grounds. And, based on my lay-observations, there would be a huge saving in build-costs compared with the double pathway you concept shows. That would be welcomed by ALL, not just the minority of residents who are boaties, cyclists, walkers and joggers. Evans Bay Cycleway; Greta Point to Cobham Drive WCC states ... "Transforming this route is part of: - developing a modern, sustainable city - responding to the climate and ecological emergency - making sure our growing population has safe, healthy and environmentally-friendly ways to get around. It's also a step towards better walking, biking and public transport networks. Transport is Aotearoa's fastest growing source of carbon emissions and a whopping 35% of Wellington City's carbon footprint - so changing the way we move is by far the most effective way we can take action." WCC does not state ... This transformation also: - Continues WCC's unrelenting war on cars drivers; such as increasing parking charges, increasing the number of metered parking areas, charging (huge percentage) transaction fees on the use of both credit and debit cards. - Ignores the forthcoming reduction in car emissions as we switch to e-vehicles. - Hinders access the beach and boatsheds and yacht club with its swingeing reduction in street parking places (over 50%will just go!) - Makes road travel slower as vehicle lanes are blocked by stopped buses. - Misunderstands that the number of car journeys for pleasure and leasure will not seriously diminish as we switch to e-cars. So environmentally consiencious e-vehicle owners will be subject to the same onerous conditions along this route which WCC is now trying to impose, using as justification, (in part) that they will reduce carbon emissions. I attended the Webinar #2 run by: Ester Bukholt Host Vida Cristeller Hillary Fowler - Project Manager The team had great difficulty defending the big reduction in on-street parking, time and again, repeating to questioners that there "will still be some". It appears to me that, following the webinars, the team have now concocted a biased survey seeking Wellingtonians' support for cycleways in general; it leads people by the nose to agree to them because, to do otherwise, would not be supporting good "environmental policy". I am convinced that WCC will use the results of this biased survey to steam-roller the reduction in on-street parking that the

present cycle / walk configuration involves. Hillary's brief as P.M. is "cut and dried" that there will be adjacent cycle and pathways and that, if this leads to traffic accumulation behind stopped buses, families having their access to the beach limited by what they can carry by hand (bus or bike) and water-users being unable to park their vehicles after they have been unloaded, then so be it. The present leisure activities of these residents and rate payers seem to have summarily dismissed in favour a supposed increase in walking and cycling activities; and this before consultation had even begun! In WCC's discussions with the GM of the yacht club, the team seemed to be under the impression that the on-road parking was under-utilised. During WCC's December week-end survey of car-parking (on street and public trailer area) the wind was over 30 knots and sailing was cancelled leaving the impression that yacht club users do not park their vehicles in the street; this impression is totally wrong! Had it been surveyed on a "good weather" week-end (ie sun and not excessive wind-speed) WCC would have seen that, not only carparking spaces were full but so was the adjacent public off-street parking area (used by boaties with trailers). Apart from the sun, which makes sailing and boating pleasant, the MAJOR weather factor is wind! Better observations are needed before this need for sailors' and boaties' car-parking is so lightly dismissed. Loss of all the on-street parking between the yacht club and Cobham Drive, will severely impact the ability for sailors to get on the water. As an alternative, a diversion for cyclists through the Yacht Club and along the water-front would not only be very pleasant, but would save these vital these parking spaces; cyclists would be prevented from using the "straight-ahead" pedestrian path by the instalation of the standard double bar. (Such "double bars" are used all along the Hutt River; they are simply a narrowing to ensure that cyclists must dismount to pass through. This would strongly encourage cyclists to use their water-side "diversion", while allowing pedestrians to freely pass.) The team's response to this was that the brief did not allow for separation and that, when paths are adjacent, cyclists can swoop onto the pedestrian-way - with care! Well whoopee!! Is that really a good counter-argument? All that is needed for the diverted cycleway are some painted lines, a few street lamps and security cameras; a huge cost saving compared to the that of the proposed civil road-works. I urge a new look and a revised brief. Richard Scales - cyclist, fisherman and sailor.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Because I read the science. The magnitude of the reduction will, of course, be trivial. Better we move to e-vehicles (but maintain sufficient on-road car-parking for them to allow folk to enjoy the water). The reasons for journeys are manifold. If one needs to carry stuff; such as chairs, towels and toys to the beach, cool-boxes and life-jackets to and from fishing boats and sails, life-jackets etc to sailing boats, buses and ebikes DON'T suffice. WCC's cycle / pedestrian plan for this area will increase traffic to-ing and fro-ing looking for a car parking space. When going to town on business or just for fun, I CAN use the envisaged extra buses or cycle. But that's what I do already.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Important

NAME: Sam O,ÃDonnell	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please avoid the speed bump pedestrian crossings, these are a nightmare. Traffic light crossings may have a small premium but will achieve greater buy in from vehicle road users. This will create a successful outcome for all not just walkers and cyclists

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Actions to reduce the number of vehicles using the city in the name of climate change is redundant. Vehicles are transitioning to environmentally friendly options at an increasing pace. People are always going to drive, actions to dissuade this will only create congestion and frustration. Striving to achieve an appropriate

balance between vehicle, walkers and cyclists should be the goal. Never losing sight of efficiency of movement through the city.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Liz	SUBURB: Aro Valley	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Building the infrastructure is necessary to encourage a transition to active transport in the city and be less reliant on individual vehicles, which will help the city reach their zero carbon commitment

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Sarah	SUBURB: Aro Valley	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Creating safe cycle lanes is a key part of encouraging active transport and getting people out of single-occupancy cars especially short car journeys which could be done by bike.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important

NAME: Christian	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Reducing car parks will make it much harder for residents and recreational users if the area. The car parks are needed for people swimming, kayaking, sailing and all manner of activities. Many of these activities require vehicles to carry equipment that is NOT possible in a bus. Have you ever tried to bring a kayak or long fishing rod on a bus? Many people also require these car parks so they can access facilities such as the yacht club, coastguard and marina. These places don't have car parks for all users and again they often have large amounts of equipment to carry and drop off. As a regular user of the this footpath I can assure you there is never any congestion with the current set-up with cyclists, pedestrians etc all getting along fine. The Cobham drive set up is nice but a complete waste of space as you can regularly walk along there without seeing another single walker or cyclist.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

People will now need to be driven and dropped off with their gear at these locations and then collected again later, effectively doubling the amount of car use. Either this or you will drive windsurfers, sailors and fishers away from a wonderful recreational space close to the city.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Kara Daly	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More people will be encouraged to ride bikes or bikes because there is a safe zone to do so, thereby reducing the number of people driving cars and contributing to emissions

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Katie little	SUBURB: Johnsonville	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

If taking away carparks maybe increase disability parking to ensure accessibility

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Iona Woodward	SUBURB: Aro Valley	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Bike lanes encourage people to cycle.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Elliot	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

As a user of one of the boat sheds along evans bay parade, I would love to have some signage for cyclists around the stairs that go up and down to the water. Specifically opposite 421 evans bay parade and other similar stairs. There will be times that wood, kayaks, even boats get moved across the bike lanes near those stairs, so adequate signage etc would be needed to keep everybody informed.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Less car journeys is better for the planet.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: David Nalder	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The removal of car parks is disastrous for those living in the area AND those using the area for recreation. Any residents without off-street parking will be majorly impacted and the value of their properties will no doubt fall. Most recreational users of the area drive to the area to make use of the recreational spaces, clubs, etc on offer. You cannot bring a kyack on a bus or a bike. You cannot easily bring all your sailing gear on a bus or a bike. Many families use the yacht club - they have to be able to park. With the current plan, the yacht club cannot function. And I would assume the kyak clubs, sea scouts, sea cadets, waka ama, fishing club and others will be wiped out too. It's absolutely disastrous for the area, on every level other than for the cyclists. I'm a cyclist and I commute to work on a bike; I am not anti-cycleway, but you cannot destroy an area by rendering it unusable, for the sake of a cycleway. Please rethink the parking. Evans Bay Yacht & Motorboat Club has been in existence for over 100 years - you are risking it's death.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

The only benefit climate-wise will be if more people cycle to work. If people want to go for a bike ride at the weekends, or for recreation, they will do that; a cycleway is not going to make any difference, there are always nice places to ride. I don't believe many more people are going to commute to work on a cycle, because of the distance and because of Wellingtons 'difficult' climate. People who are happy to put up with the distance and the climate are admirably committed and are already cycling to work. An Evans Bay cycleway will have little impact on our vehicle emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Neutral

How important is it to have a connected and complete network of biking routes across the city?

Low importance

NAME: James Mulcahy	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

The new crossing at Greta point is very close to the current crossing. This will create a build up in traffic between the crossings. The road is also very narrow at the new crossing and will make it difficult for Bus/Trucks passing at that point. Will cyclists be required to use the cycle track as opposed to the road once the cycle track is built. There should also be a strong focus on cost and ensuring budgets do not blow out.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

People will still use their vehicles. These walkways/tracks are mainly used in good weather on the weekends. Wind/weather will still impact people's use of the walkway/cycle-track.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Kerry Parker	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Get it done, please. The more quality walking and cycling facilities we have, the more people will walk and cycle with numerous benefits.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Less people in cars, so less emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Ben zwartz	SUBURB: Vogelstown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I biked around there with a blind friend on my tandem the other day (work done nervous moments where they're is no lane). Fully connected lanes would make this beautiful route more accessible to all.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Don't know
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Biking is the best, for low emission recreation, transport and fitness.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: juan correa	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Peter Watts	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Not build cycle paths with no regard for other road users.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

If you slow traffic down you produce more emissions with very little positives. People will always use cars unless you ban them. The bus service in Wellington is getting worse and it costs too much. The roads are not wide enough to take vehicle space for large cycle ways.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Low importance

NAME: Alice	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Need to move away from cars to get around the city!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Peter Clough	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Vehicle parking around Evans Bay Yacht Club, which is a multi-use facility with limited on-site parking and which loses most nearby street parking in the current proposal.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

The round the bays route is exposed to foul weather and wave spray and is unlikely to encourage large scale commuting mode switch out of powered vehicles. The significance of commuting traffic is likely to decline in future anyway with increased remote working from home.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Important

Submission to Wellington City Council on proposed changes to Evans Bay cycle lanes and road changes

I am a resident of Wellington and a frequent visitor to the Evans Bay area.

For 25 years I have been a member of the Evans Bay Yacht Club, attending it for club racing or recreational racing unconnected with club activities. I have a sailing dinghy stored at the club and have also used the club wharfs for launching kayaks, and taking advantage of the facilities like changing rooms and hot showers afterwards.

In recent years I've sailed less but more often visited the Evans Bay area on cycle trips around the bays. Sections of segregated cycle lanes are appreciated, where they exist.

From my perspective these current proposals have both advantages and disadvantages.

A segregated cycle lane the length of Evans Bay would certainly be an improvement over the current mishmash of short sections of lane and shared paths for cyclists and pedestrians around Greta Point, where a number of vehicle entrances have restricted visibility and potential collision hazards.

But a disadvantage with the current proposals, however, is the reduction in parking slots, and in particular the removal of street parking around the Evans Bay Yacht Club house and entry. The current proposals, if enacted, would have the effect of worsening access to the club site.

Apart from providing yacht storage and facilities for members, in recent years the Evans Bay Yacht Club has reached out to other activities and is now a base for:

- Adult and junior learn to sail classes introducing new people to the sport
- Sailability boats enabling people with disabilities to experience sailing on the water
- Youth Sailing facilities established by Tup Radford for secondary school students
- Waka Ana racing
- Fishing clubs that use the Yacht Club facilities for weigh-ins for their catches.

Sailing and other water sports carry the inherent risk of getting wet, sometimes capsizing in small boats. A day on the water requires a change of clothing, possibly a wetsuit or other wet weather gear, and personal flotation devices. It also often involves taking other pieces of bulky equipment to or from the launch site, such as sails which are easier to dry at home than leaving them cluttering the yacht club. Access by private vehicle is the most practical way for most trips to the club.

The Evans Bay Yacht Club has room for 16 car parks on site without encroaching on rigging area. This is easily filled on a club week-end race day, and is overwhelmed when the club holds inter-club or national class regattas attracting visitors from outside Wellington. Currently there are numerous car parks on the street adjoining the club. The current proposals are to remove most of these, leaving just 5 long term parks and 2 10 minute timed car parks adjacent to the club site.

While there are other car parks down by the Coastguard station and beyond towards the Marina, these are 300m or more from the Yacht Club rigging area, which is a long haul for the amount of gear that is carried in watersports activity. The proposals would significantly impact adversely the accessibility to this public recreation activity.

I submit that because of that adverse impact, the proposals should be revised to retain more parking in close proximity to the Evans Bay Club House, for the benefit of all who visit and use the area.

NAME: Morgan Parker	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

There needs to be a safe cycle connection between Evans Bay Road and Hamilton Road, to increase access to the cycleways and for the cycle commuters who go through the tunnel.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Gabrielle Redmond	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Hataitai beach is one of the few accessible beaches in the inner harbour with changing facilities and easy access to the water. People with mobility issues come from around the city to use it. It is criminal to remove all the parking. This is somewhere that is highly used and I don't want to live in a city that only works for childless, young people with no mobility issues. We should be preserving access to our public spaces for the elderly, families, disabled. I plead with you to keep the parking at the beach

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Sarah-Jane Duncan	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Retaining the current flow of traffic by not having bus stops on the main road blocking traffic or reducing current car parking

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Low importance

NAME: Amber Kyles	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

The current bike and walking routes along oriental parade and evans bay into Miramar are brilliant. It feels safe to use for a wide variety of people, and nicely accessible for people with different mobility needs. Vehicles at speed are basically death machines when operating in the same zones as pedestrians and cyclists, so (as a person who drives, cycles and walks) I want to see plenty of separation between those modes of transport.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

If you make safe spaces for people to use more varied modes of transport, they absolutely will! I want to be able to safely bike or walk around Wellington. I can already drive if/when I need to.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Tane ORorke	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

You are spending a fortune on something very few people will benefit from while the vast majority of rate payers will be negatively impacted. People have had a guts full of you not listening to feedback and designing a city which benefits so few people so they will be against any future changes that might have delivered on the goals you mention which aren't the cities only goals anyway.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Laura Jacksom	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

While it will mean less cars on the road it might mean people are less likely to go to the beach at Haitaitai or visit friends as parking is too hard. Cycling and walking is a great option if you,Åre close or competent but if disabled or have little kids/babies becomes very hard.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Neutral

NAME: Alexander Macfarlane	SUBURB: Kelburn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Improves safety and accessibility for all

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Dave	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Stop wasting money on cycle lanes

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Not a chance until you sort out the awful public transport

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Not important

NAME: Mrs B	SUBURB: Southgate	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

What is the uptake for this road particularly for cyclists? They're still using the road. The council is wasting tax payer money on a road that is hardly being used. This initiative is just to please a very few and uptake vs cost doesn't appear to match up.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Annoying. Majority of Wellingtonians won't spend money on a ridiculously priced electric vehicle. Also what is the plan to support all the electricity that will be required to power all the cars to lower emissions?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Not important

NAME: Richard Taylor	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

I understand there may be an option to use the marina parking (on council land) for off-street parking for people wanting to swim/kayak etc. That would mitigate the removal of parks for people who need to drive to carry equipment (kayaks etc).

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Encouraging sustainable transportation is good for the environment

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Claudia Vallebella	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Adrienne Linney	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

<p>Walking in the area?</p> <p>Using the bus?</p> <p>Riding bikes?</p> <p>Recreational users? e.g. people sailing, kayaking and swimming in the area</p> <p>Driving vehicles/or riding motorbikes?</p> <p>Living in the area?</p> <p>Working/owning a business in the area?</p> <p>Living with mobility or accessibility issues?</p>	
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Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Submission

Greta Point to Evans Bay Cycleway

Introduction

My name is Adrienne Linney and I am a life time resident of the Eastern Suburbs. I grew up in Hataitai and currently live in Seatoun. I am not opposed to cycleways. I believe that cyclists and their families have a right to travel around our beautiful city safely.

We live in an amazing city. As a lifetime Wellingtonian, I am very aware that we don't generally choose to live in Wellington for its climate. One of the big attractions is its natural environment, particularly the harbour and the variety of recreational activities it offers, close at hand.

I am increasingly concerned by the divisive nature of discussion around proposed cycleways and climate change. It seems that if you have an issue with the loss of carparks you are immediately labelled as anti-cycleways, and by inference, resistant to social change. It has become a very black and white argument. This would be greatly reduced if cycleways were planned to take into consideration the other many recreational users of our city's resources, not despite them. Many recreational users choose to, or need to, use a car to access their chosen activity.

Electric vehicles and hybrids are environmentally friendly and, together with cycling and walking, are the way of the future. Not cycling and walking exclusively.

I wish to formally submit my objection to the current proposal for the cycleway/shared walkway between Greta Point and Evans Bay. I set out below my concerns and related alternative design considerations.

The Area

The stretch of road from Greta Point to Hataitai Beach services a very busy area, with a large range of, well used, amenities.

It includes

- The Greta Point Café,
- The only fenced dog park in the Eastern Suburbs,
- The heritage site Patent Slip,
- The Wellington Cadet Centre,
- WCC tennis/basketball court,
- Cog Park, and
- Hataitai beach.

The area around Patent Slip, extending across the road to the old wharf, is a protected, heritage site. It contains the remains of New Zealand's first patent slip, which opened in 1873.

The beach area on the edge of Cog Park is the site of the original TEAL Flying Boats that operated from 1950-1954, with the remains of the TEAL wharf still there. The Wellington Cadet Centre is based at the site of the old TEAL terminal. This is an area of historic interest, although not classified as a heritage site.

The grassy area of Cog Park is used from time to time for public events (most recently the circus) and has a public tennis court/basketball court adjacent to it.

Hataitai Beach is a small, sheltered beach surrounded by Pohutukawa trees and moored yachts. It has been a popular beach for Wellingtonians since the early 1900's, when it had its own jetty and pontoon. It's amenities now include changing rooms, showers, and steps leading down into the water, all directly accessible from the road and wheelchair friendly.

The Users

This area is used by a vast range of recreational users.

Greta Point Café

The Greta Point Café is frequented by locals, recreational users of the area and visitors from outside the area. During the week a lot of the people who go to the café are elderly. Due to its beachside location, it is often the destination for families taking out an elderly relative.

The Dog Park

The dog park is a popular destination as it is the only fenced dog park in the eastern suburbs. A lot of dog owners choose to take their dogs to fenced dog parks for exercise because their dog is unable to be walked on the footpath. This can be due to the age or disability of the dog or the age or disability of the owner. I have an elderly dog that is unable to walk on the footpath for any distance because she drags her back legs. Of necessity I drive her to the dog park and need a close, safe, place to unload and load her.

Wellington Cadet Centre

The facilities at the Wellington Cadet centre are used by the cadet unit TS Amokura and the Kupe Canoe Club. These facilities have a capacity of 100 people and are available for hire. They have been used in the past by the council, for public meetings and other community events, and have also been used as a polling booth in some past elections.

Cog Park

The tennis/basketball court adjacent to Cog Park is popular for young people and often busy.

Cog Park is zoned Openspace A and, as already mentioned, is used by the council for public events and travelling exhibitions.

There is a small slipway at the northern end for launching boats.

Hataitai Beach

Hataitai Beach is arguably the safest beach in Wellington. It is sheltered by the hills of Hataitai and Greta Point, shallow and has a gentle gradient and barely any tidal currents. This beach is safe to swim in even in the most extreme gale force northerly winds.

As a safe, sheltered location, Hataitai beach has an extensive number of recreational users. It is the perfect location for anyone who is a beginner to swimming, or any other water sports, or is otherwise not confident in the water.

The beach is used by families with young children, as well as people learning to kayak, paddle board, scuba dive, snorkel or become confident at open water swimming. It is the beach that open water swimming groups will relocate to on a windy day and over the winter was used by people trying out cold water immersion. In summer, the beach is crammed with users, including families enjoying water sports, and people stopping in on their way home from work for a quick dip.

It is the only beach in Wellington that provides flat/wheelchair access to steps that lead directly into the water – as such it is an important amenity for the elderly and people with a disability. I know of a woman with Multiple Sclerosis who uses this beach because she can get herself safely from her car to the steps and is able to lower herself directly into the water, much like a swimming pool. These people will not be accessing the beach on an electric bike.

Due to the nature of the activities that are enjoyed at Hataitai beach, it is not always possible to walk or use a bike. Kayaks and paddle boards need to be unloaded and loaded safely onto cars. The quantity of gear required and the need for a secure place to store things whilst in the water, means a vehicle close by is essential. Families with young children, elderly and people with a disability will not necessarily be able to cycle.

Parking

In the short distance from Greta Point to Hataitai beach the WCC has four amenities that it has a responsibility to provide safe access to, *for all users*.

- The dog park
- Cog Park
- The tennis/basketball court
- Hataitai Beach

The traffic report commissioned by the WCC for the purposes of the cycleway described Hataitai beach as having “relatively little demand for parking here most of the time”. This is incorrect, the demand for close parking is very high, all year around, and extremely high on warm, summer days.

The report concluded that “The provision of a high-quality walking and cycling route and bike parking will provide more visitors with the choice to get to the beach by active transport mode”. This will be true of some visitors to the beach however many visitors, who choose to actively exercise with water sports, or are elderly or have a disability, will not walk or cycle. The traffic report did not consider any of these users.

The traffic report also did not consider users of the dog park, the facilities at Cog park, or the possibility of Cog Park or the Cadet Centre being used for a public event.

The proposed cycleway will result in the removal of all the current parking at Hataitai Beach (28 parks), 30 parks between Hataitai Beach and the Yacht Club and a further 82 parks between the Yacht Club and Cobham Drive.

Providing only 2 carparks near the Scout hall and increasing the parking on the eastern side of Cog Park from 18 to 20 parks (with a change in time limit to P180) is considered sufficient parking for this area. These *same* 22 carparks are expected to service *all* the many, above users. Disturbingly, only 2 of these carparks will be for the disabled community, they are not close to the beach and one of them will have no time limit.

This is totally inadequate for this busy area and will not be sufficient, or fit for purpose, for the users. As a result, the WCC will be failing in its duty to provide adequate parking, particularly for the elderly and people with a disability, close to its own amenities.

Every popular, well used beach in Wellington is appropriately serviced with directly accessible parking. Hataitai Beach will have no parking. Ironically, the rocky beach area used by people fishing off Cobham Drive will have more carparks than Hataitai Beach.

Alternatives

As I said at the outset, I am not against cycleways. I believe, however, that it should be possible to design a cycleway that accommodates *all users* of the area, not just one group to the exclusion of others. I set out below some design considerations that would enable additional parking for non-cycling users.

- Leave the carparks at Hataitai Beach and have a narrower shared pathway that is a “slow zone” for all users.
- Convert the southern end of Cog park into a dedicated off road carpark (similar to what is available at Balaena Bay). I note that Cog Park is classified as Open Space A (it is not a heritage site), so this would be a permitted use. It is a contradiction to reserve this land for public events but not provide adequate parking for those events.
- Re-route the shared pathway around the coastal side of Cog Park. This area could be beautified and made into a destination that includes historical information/photographs about the TEAL flying boats, the old wharf and relevant Maori history, and provide a tourist link to Patent Slip. This area of the bay is quite beautiful and, having the pathway take that route, would be an enhancement without adding any time to the journey. It is relatively open, and I don’t believe it would be any less safe than the current proposed route, under trees, in front of the Cadet Centre.
- Convert the area between the Cadet Centre and the road (where the existing path is) into an off-road carpark that would service all amenities and provide a safe unload spot for families, sports equipment, dogs, elderly and disabled. The carpark could be set in bays between the existing large Pohutukawa trees.
- Provide some short stay carparks at Hataitai beach and safe storage lockers so that people who use the beach for water sports can pull up, unload and have somewhere to store their gear while they are on the water, with less reliance of their cars.
- Provide, as an absolute minimum, disabled parking at the beach.

Conclusion

The goals of the shared pathway are stated to be.

- To reduce carbon emissions.
- Make it easier for everyone to move around our city.
- Open up our streets for people of all ages and abilities.
- Connect the places where people want to go.

As currently designed, these goals have not been achieved for the wider community.

Reducing carparks does not reduce carbon emissions and it ignores the future use of electric vehicles, which the government is currently subsidising. Ensuring local amenities remain accessible to local users reduces carbon emissions.

Without access, people with kayaks, paddleboards and other water sports equipment will simply drive further, to a beach that is accessible. The elderly and people with a disability will no longer have access to the area and the facilities. People with elderly/disabled dogs will need to travel out of the suburb to an alternative fenced dog park, with suitable parking. If any public events are held at Cog Park or the Cadet Centre, the parking will be utterly inadequate. For these users the area will be closed off and their connection to these places will be reduced and not enhanced.

As proud residents of this beautiful city we all have different needs. Urban development should not service one need to the exclusion of others. You have an opportunity to make this process inclusive and not divisive. To connect *all people* to places, not connect some whilst creating barriers for others. This is just the beginning of a process to create an extensive cycleway network around our city. Let's create something inclusive, that is a real asset to our city and its residents.

Please take the time to consider the needs of all the recreational users of this area and include them in the design.

Adrienne Linney

Email: adeslinney@gmail.com

Mob: 0274223350

14 October 2021

NAME: Mark Coburn	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

cycle lane should be as wide as possible and segregated as much as possible, if not, lots of signs encouraging walkers/runners to keep to one side (parts of Oriental Bay and waterfront quite hard to cycle thru)

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	
Riding bikes?	
Recreational users? e.g. people sailing, kayaking and swimming in the area	
Driving vehicles/or riding motorbikes?	
Living in the area?	
Working/owning a business in the area?	
Living with mobility or accessibility issues?	

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Diana O'Neill	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Consider retaining parking places on seaward side outside boatsheds. Reducing from 41 to 6 parks would severely limit recreational water activities. Retain parking on hillside. There are quite a few garages on the hillside of Evans Bay Pde so limited parking there for visitors, tradespeople, and people with mobility issues.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

I think the backlash from residents living in this area will negate any positive impacts. If number 24 route bus stop at Kio Bay will be replicated, a rethink is needed. The build up of traffic held up behind the bus, because the road is so narrow now, has the potential to increase emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Christoph Martens	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Any infrastructure that doesn't support driving a car is positive

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Jenny Weber	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Rick Henderson	SUBURB: Johnsonville	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Removing parks to fit cycle lanes will increase pressure on already stressed parking in the area, which will affect residents, businesses and recreational users of the area alike, plus the disabled depending on what proportion of the remaining parks are set aside as disabled parks. Overall the changes will have a very negative effect on those who use the area unless new, dedicated car parks are built (on reclaimed land?) to accommodate the same (or greater) number of car parks that will be deleted. If the plan is implemented regardless of the outcomes of engagement, will cyclists who don't use the dedicated cycleway be ticketed? The mandatory use of cycleways should be enforced where they are present unless the cyclist is able to move at the speed of motorised traffic.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

You should be looking at improving infrastructure to make journeys by motor vehicle smoother and less stop-start (i.e. less traffic lights and especially less 2-lane into 1 lane merges) rather than moving people out of cars, because most emissions are created under acceleration from a standing start. Traffic moving at a constant 50 km/h causes a fraction of the emissions of a car starting and stopping all the time. Wellington's climate and topography doesn't lend itself well to cycling as a "go-to" mode of transport and 90% of the population .

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Neutral

How important is it to have a connected and complete network of biking routes across the city?

Low importance

NAME: Thomas Andrews	SUBURB: Crofton Downs	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Parking outside the yacht club is heavily used by sailors, waka arma and disabled sailing. Taking parking away will make it hard to use the club. It would be fine if in return all the parking on the hill side of the road is given a 12 hour limit so that everyone gets to use it. Residents shouldn't be taking the on street parking away from the public

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Bikes don't use petrol. Most cars have only a single occupant and are very wasteful

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: John Andrews	SUBURB: Ngaio	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

While I support the proposal in general, parts of it will have major impact on users of the area, in particular the yacht club. I regularly use the bus to visit the yacht club, but it is not possible to trailer a boat there and not have on street parking, as the club area is for boats plus the disabled parking, not trailers. I support things like the in-lane bus stops, but the removal of so many car parks will make it impossible to get sailors and their boats to the club, as well as the crews that sail on boats. The cycle way, the foot path and the buffer zones need to be moved to the minimum, 2m for footpath (max), 2.5m for bikes, and 0.8 for buffer. As this area is far from the city, the bike traffic is very dispersed and much less than say at Oriental Bay (near Coens, where the bikes are at a peak). If street parking is reduced, it needs to be time limited. Many, many of the vehicles parked are long term, and yet many houses have driveways and footpath crossing which they use to reserve parks. We are all paying for their free parking! Street parking should be available near the yacht club as it is a community resource that brings people from across the city, very often with boats on trailers and heavy gear bags for sailing. With a dedicated cycleway, it is possible to have car parks in a safe manner, still maintain a wide road (to avoid crossing the centre line) by alternating the parking from side to side. I am very keen to see bus shelters. This is a major factor and people catch buses in both directions from this area, so they need to be on both sides of the road. I think the main point is that car parking should not be for unlimited time, the aim should be to provide a decent amount so that sailing at the club can continue, and improved bus and bike facilities will help. Sailing is not commuting to work so we should tolerate the use of cars.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

I fully support this goal, and we will see car ownership and use reduce with these improvements. People living in this area are more likely to be able to not own a car, which is good. To help with this, the availability of un-controlled parking should be removed.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Stuart	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It makes a major cycling route a far less scary experience

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Anna Serci-Taylor	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Where are people going to park???? This is a waste of WCC funds and is not necessary. Pavement is already wide enough for walkers and cyclists. Where are visitors to residential homes in this area going to park? Absolute crazy waste of time and money and will be inconvenience for many.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Spend money on new Library, Civic Center, water infrastructure, lighting on roads and street so many other places you need to concentrate on first before cycle ways. People are not going to give up their cars! Wellington is not Amsterdam or Beijing - weather and geography is not conducive to cycling. I live in

Miramar on a steep hill and very unlikely I or my family will be cycling anywhere as majority of roads are too narrow and unsafe

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: James Taylor	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Because traffic will move slower, spend more time behind buses thus increasing emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: Scott Higham-Lee	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The main consideration in the entire proposal that is missing is an impact assessment on the main users of the route, who are (statistically speaking) car users. This is the second route between Wellington Airport and the City and is often used due to the inadequacy of the state highway route, and so must be considered as an arterial route. The changes proposed are catered mainly for cyclists, who represent a tiny proportion of actual users of this route and so the entire plan seems to be designed to satisfy a very small number of people.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Don't know

Why do you think that?

I can't see any data to support the claim this will reduce emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Lucy	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Use clear signage

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More bikes=Less cars=lower emissions

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: MARK LI	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Liz Burrow	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Parking for the beach - also it,Äôs a rat run people won,Äôt wait in traffic they will be going around buses and causing accidents

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Don't know

Why do you think that?

Emissions incidental as the make up of the area wrong - people will be using cars on this route. Not everyone likes a tunnel all DC and govt airport cars for a start! Let alone the oversized lorries and your buses etc once the country reopens

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Joe purdy	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Lynn Sleath	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Prevent motor vehicles from parking over the new pathway. Eg use of bollards or concrete sleepers.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

We need to encourage mode shift to active transport.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Robin Wilkinson	SUBURB: Lyll Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Great proposal. The cycle way needs to be linked up, to make it as easy and safe as possible for people to use

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Because having linked up cycle ways provide people with a viable, safe option

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Nick Cooper	SUBURB: Strathmore Park	ON BEHALF OF:	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Footpath for pedestrians should use a material that has less impacts on walkers or runners, such as asphalt rather than concrete.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Will provide a complete connection for people using active transport modes to travel between the CBD and the eastern suburbs.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Joshua Cairns	SUBURB: Lyll Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Use the opportunity to make as many urban design and landscaping improvements as possible.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Susan de Liefde	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Consider the needs, and historic amenity of the current residents equitably with other users, especially parking (off street parking is very limited by topography and many residences are shared living or multi-unit dwellings sharing one road frontage. Also consider the likelihood of new developments, changing living patterns/intensification and allow for it. Restrict campervan parking from the road. Restrict commercial trailer parking from the road. Restrict bike use on the road where there is a cycle lane. Consider changing traffic flow; perhaps controlled one-way, similarly through Mt Victoria tunnel to ease peak congestion. Consider clip-on widening the footpath/cycleway on the seaward side in favour of keeping parking facilities. This could be continuous or as passing bays. Consider diverting cycle way into the mariner parking area in favour of retaining parking on the road edge. Consider re-purposing the grassy verges in favour of retaining parks.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Alternative transport/cycling/walking is weather dependent...Wellington weather does not support these activities a large proportion of the year except for the very hardy. The best way to get people out of cars is to make BIG improvements to reliability, cost, speed, connectivity and accessibility of public transport. Getting cars off the roads will have a follow on affect of making cycling and walking easier and safer.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Important

I am a homeowner and longtime resident

- My house is one of five at the top of a shared cable car, at the point of a single kerb-crossing/driveway. All in all there are six households, as one house is a two flat arrangement. There is the opportunity for my section to be subdivided, or at least for a second dwelling to be built. That would make a possible seven households in total on the cable car, at the point of a single kerb-crossing/driveway.
- At least one of the other houses up the cable car is rented to individual adults sharing rather than a single family unit. My house is currently shared by 3 individual and independent adults.
- The neighbouring properties on both sides at the Parade level are both multi-unit dwellings, one of two, the other of three. This makes five households in total. I believe that there is also a development in progress to build a further two units on one of these properties, number 508.
- By my reckoning this makes 14 possible dwellings at the road frontage of 508- 512 Evans Bay Parade.
- Currently there are 19 adults living at this point in the road, not accounting for the possible extra 4 or so when the number 508 development is complete.
- In the last few years there have been several new builds of multi unit dwellings in the close vicinity, between Hataitai Beach and the Mariner, and at least one subdivision with a new house built.

My point is that all these dwellings have only Evans Bay Parade as road access, and the pressure on parking is intense as many properties have historically had no off street parking, and have no option of creating any because of the topography.

I appreciate the attractive visuals and user-friendly graphic tools in the presentation of this proposal. However they are not a true reflection of the situation nor a reflection of the real impacts of the proposal.

- The photographs representing the current situation are misleading and create a false impression of little change.
- The roadside is generally full of parked vehicles, not the one or two that are shown in these photos.
- A comprehensive survey of actual parking intensity over the period of a day, and over a week should be used as a baseline starting point for analysis before parking spaces are removed.

I do not support the great loss of roadside parking which is proposed in the stretch of Evans Bay Parade between Hataitai Beach and the Mariner.

In recent years there have been significant changes made to the use of the area in the vicinity of the Mariner, namely the creation of the campervan park. In my view this is a great facility, adding life and colour to the neighbourhood, and serving a valuable service. However it has increased pressure on the available parking with a detrimental effect on residents.

- It removed a great deal of parking from general public use by occupying part of the carpark of the Mariner.
- Many campervans are now parked on the road, not in the designated area, some it seems semi-permanently.
- There is also a significant number of commercial trailers and other large commercial vehicles, including buses, regularly and/or seemingly permanently parked on the roadside.

Any revision of parking should involve restrictions on vehicle type, length of stay, and provision for allocated resident parking which is representative of the number of household units in the vicinity.

I am in favour of the principle of reducing vehicles in the city, and encouraging alternative forms of transport. I am also in favour of improving recreational biking and walking paths in the city, but I would say that Evans Bay is without doubt one of the most exposed/rugged areas of the harbour in which to do this.

- Wellington weather is inclement for cycling a large proportion of the time, therefore as a commuter option it is largely a seasonal activity and not a viable permanent habitual option for many people.
- I suggest that as a commuter option it is quite likely that the majority of people who are inclined to cycle every day probably already do so. There is unlikely to be such a huge increase in cycle use overall along Evans Bay, even with an improved cycleway, that such a cycle way could not be effectively narrower than proposed.
- No matter how wide, or lovely, the cycle path is people will often still be pedaling hard and going backwards when they reach Point Jerningham from either direction, it is not for the faint hearted. This will rarely be a fully occupied bustling cycleway such as seen in Amsterdam.

In Wellington the best way to get people out of cars is to improve public transport with attention to:

- **Reliability and frequency of service**
- **Significant shelter and visibility at bus stops**

- **Comprehensive network with connectivity and continuity of routes across the city**
- **Affordability**
- **Accessibility**

Hataitai beach is arguably one of the most sheltered, relatively warm and safe swimming beaches in the harbour, with excellent access. It is a prime family friendly beach!

- Consider a local parent with two toddlers, currently regular users of the beach, coming from nearby local suburbs such as Kilbirnie or Hataitai. Without parking a happy excursion to the morning or evening beach is quickly a logistical nightmare for the parent, dangerous for the kids, and therefore avoided and/or unattainable.

Maximum parking should be retained to facilitate easy use of Hataitai beach by young families.

At Hataitai beach there is always going to be an intense interaction/clash between pedestrians (especially kids) and cyclists on the shared or seperated pathway, simply because crossing must occur. A seperated cycleway and footpath have little or no safety benefit in this situation, perhaps the opposite effect because people will think they have a right of way.

- What is required is that all users have an “eyes-open awareness of others”.
- I suggest the possibility of making this zone a yellow hatched “pavement awareness zone”.
- Impose speed restrictions for cyclists (including speed bumps and/or chicanes, and a change in surface)
- Include widened passing bays, this could incorporate the proposed ramp down to the beach, enabling the retention of the current steps, which are in keeping, useful for sitting on and aesthetically pleasing.
- Create a clear demarcation by a change to the physical environment. this makes everyone more aware of an intensified “shared use” zone.

The pedestrian/cycleway at Hataitai Beach should be treated as a “particular and different” zone to the rest of the pedestrian/cycleway, with visual marking, signage, and change in surface along the whole stretch of the beach edge pavement zone.

In the area of Evans Bay Parade between Greta point and the Mariner there is much more usable space to be considered than just the existing roadway and footpath.

- Re-direct the cycleway down off the road and along the Mariner carpark roadway, making that a shared cycle/vehicle zone.
- Incorporate the green verge in the pedestrian walkway in favour of retained parking spaces, or vice versa.
- Consider widening/extending sections of the footpath on the seaward side by clip-on cantilever or other construction above the boatshed footpath.

Make use of all the available space by borrowing from the Mariner and other areas which are currently not part of the dedicated roadway or footpath.

In conclusion I support the plan in principle, however I would like to see a revision of the proposed plan as represented here which would hopefully take a more holistic view of ALL users, and consider residents and others equitably, and consider the options for space use and construction more creatively.

NAME: Jessica	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Cog park can be turned into a skating park

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Isabella Cawthorn	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

i talk with EBYMC about making better use of parking... they're pretty entrepreneurial! - make the footpath not-concrete. it's terrible to run on and runners will go in the bike lane. - gutsier physical separators to protect the bike path from people parking on it - close the gaps into Hataitai - traffic calming etc

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

because it'll mean a fully rideable / scootable route all the way to town and back. No need to drive cos it's safer! and nicer than the bus - it'll help mode shift a lot.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Natalie Nesbitt	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Steve Dixon	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Love the parking time limit idea - much of the parking on the road alongside the marina is camper vans and party buses and the like - shouldn't be there.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Its incredibly important to complete the eastern cycleway route all the way tot the city to a high standard. It would be ludicrous to have this ongoing gap at Hataitai beach/Greta point.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: James McCarthy	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Removal of car parking will significantly affect the operations of Evans Bay yacht club and associated watersports activities as these users rely on car parking to get to the recreational facilities and or to bring their boats and equipment to the area

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Some things are just not possible to do on a bus or a bike, and the car is required

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Thomas Oates	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

How do I park now? where am i supposed to park?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	
Living in the area?	Very negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Not important

NAME: tom	SUBURB: Churton Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Please do not proceed with this, its going to cause absolute chaos in the entire area, which over time will turn into a ghost town.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Are you seriously not understanding the implication of a 74% reduction in nearby parking spaces???

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Charlie Hopkins	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

reduce the on-street speed limit to 30 km/h to create a safe space for walkers, and incentivising through-traffic to remain on SH1 from the airport to the city.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

in order to reduce carbon emissions related to transport it is critical that we make streets safer for walking and cycling

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Damian	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

It encourages less personal car use

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Jonathon Exley	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

I have witnessed collisions where cars exiting the Greta Point apartments have not looked for cycles and run straight out onto the shared cycleway. I strongly suggest that judder bars be installed on driveways intersecting with cycle paths to slow cars.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It will encourage more people to cycle into the CBD from the Eastern suburbs. I might even be able to convince my kids to cycle into school.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Emily Blincoe	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I cycle to work every day along this route and would love to see it completed and linking up to the Cobham Drive path. While personally I don't mind biking on the road, this will make cycling more accessible to a lot of other people including people new to cycling and families. It has been great to see heaps more people biking along the Cobham drive path and oriental bay/point jerningham paths since these have been completed. I also feel a lot safer on the bits of cycle path that have been built (especially around point jerningham) when biking in extreme wind as I don't have to worry about being blown into traffic! So it will be fantastic to be off-road the whole way. I appreciate there are some concerns about loss of parking. I hope that this proposal will mean more people access the beach, cafes, scout hall etc by bike or bus but appreciate this isn't practical for everyone at all times. Could some space at the marina be used for public parking? It seems like there is a lot of potential parking space there which could be used in this way. It would be a short walk which would be fine for most people, and I would suggest some or most of the car parks being retained nearer the beach/cog park could be for mobility car parks. Also the bike path should be fully separate from the road (ie a physical barrier) so that cars don't drive/park on it, and the footpath should also be physically separate from the bike path rather than just a different coloured surface, because the risk is pedestrians wander onto the bike path which is not safe for anyone. Clear and frequent markings/signs would also help with this. I am worried about the driveway crossings along this route. My view is there should be markings on the path and/or signs (ideally both) telling cars coming in and out of driveways to give way to bikes. Cyclists should also slow down and look of course but I feel that cars are required to give way and should be reminded to. Otherwise cycling along there will be very slow and it will be easier to keep using the road. The cycle path should have connections on and off (ie at least a curb crossing/ramp) so people can access eg Belvedere Rd and Rata Rd. Again, if this is not easy, cyclists will just use the road instead.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral

Living in the area?

Positive

Working/owning a business in the area?

Very positive

Living with mobility or accessibility issues?

Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

This change will make it a lot easier for more people to cycle. It has been great to see this already with the bike paths that have already been built and linking them up will be fantastic.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Finnigan Illsley-Kemp	SUBURB: Wadestown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Erik Behrens	SUBURB: Southgate	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Build it quickly, not like the other part towards town. More than a year for a bit of cycle way and still no end in sight. Not very effective and actually dangerous in most parts.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

I feel people would cycle into town if there is a safe option from Miramar and Kilbirnie to connect the CBD. At present it is still a nightmare, with the building sights are causing more hazards.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Sue Dovey	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Please don't take away the car parks and the mobility parking area. I won't be able to take my disabled daughter to the beach or that lovely park. Life is difficult enough with a disabled child without the council Taking away yet another outside area that we can access by car, it is impossible for me to cycle there with her. Not every one can cycle and this council is providing an option for the minority. Please think seriously about how removing all those car parks is going to effect those without cycles. You are taking away a basic human right for be able to park a car close to a recreational Area.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Don't know

Why do you think that?

As you have provided no facts to support How many cyclists do you truly believe will use this once the Hataitai tunnel Route is established? Down side is the length of time for trucks to travel around this area

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Joe	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Removing all the parking around the boatsheds and yacht severely impacts the recreational activities occurring in the area

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

More crossings, and bus stops in the middle of lanes will lead to more congestion which increases the emissions of vehicles that are starting and stopping all the time

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: Luke	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Both Evans Bay Yacht Club (and associated clubs) and the Sea Scout group will be incredibly negatively impacted by this change. There is no parking in the Yacht Club for members on Sailing days as this is all reserved for boat rigging. Members would previously park on the road either side of the drive way and remain in close proximity of the club to grab bulky gear for their boats or other water activity that cannot be transported easily on a bike/walking etc. The Sea Scout hall is used almost every day/evening during the whole year and eliminating the parking would be detrimental to their operation as picking up children at the end of the night would become much more inconvenient, not to mention dangerous for the younger children with cyclists speeding home from work, as parents would have to walk several minutes from the only potential car parks in the area. When there were 28 existing parks dropping to 7 I fail to see how parents for the 30+ children are able to pickup/wait for their children/move gear etc, especially given the fact that these are likely to be taken up by the residents vehicles anyway (see below). Combined with this, the proposed car park removals by Hataitai beach will only compound the issue, especially on weekends where there are Yacht club events (on street parking required), Sea Scout activities (pick up and drop off of children, sometimes at rush hour times), as well as swimming (some car parks and constant crossing of the pavement). Finally, have you considered the residents in this equation, specifically those 100m or so either side of Belvedere Road? The proposed changes remove a massive portion of the existing parking that is ALWAYS full with residents cars at the end of the work day, where are they to park now? They will be forced to use the only available car parks further down the parade, which eliminates those car parks for usage by anyone else as they will almost certainly be at capacity at all times. These proposed changes to the Evans Bay Parade are a step in the right direction, the removal of bus stops makes sense given the large amount already on that route and the connection of the cycle way from Oriental Parade up until Cog Park/Rata Road are welcome changes. However I don't believe the full take into account the large array of activities that go on, especially at peak times where congestion is already reasonably high, and their respective car parking needs. I feel the removal of too many car parks and the positioning of a cycle way outside a Scout hall with younger people using it frequently will ultimately negatively impact the many people in the area, not just those who pass through it but also those who live and regularly use the area, such as myself. I hope you will take this feedback into consideration.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive

Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Always good having less cars on the road and therefor less emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?	How important is it to have a connected and complete network of biking routes across the city?
Neutral	Low importance

NAME: Scott Rozenberg	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

by putting these changes into place you are going to remove all parking in front of the britannia sea scout hall, this is going to be extremely dangerous as we will now have to either illegally park or drop kids on the opposite side of the road and walk across a busy road with children as young as 4 years old. it is also going to remove on street parking for residents and people who own boat sheds.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

all this is going to do is remove parking and create a problem with people illegally parking

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Neil	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

This is a vital hazardous good and over dimension vehicle route, as they cant use the tunnel. They still need to be able to access and keeping others safe when they do.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

More people on less vehicles is vital, it needs to be supported by great public transport.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Rachel Kendon	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Keep working to get people out of private cars and onto busses, bikes etc! Regular bike fixing posts would be great. Designated parking in residential streets for bookable car share cars of varying sizes....similar to those used in the UK and Sydney, would probably help bring down private car ownership.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Already more people are cycling and buying ebikes within my neighborhood

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Doug Brennan	SUBURB: Brooklyn	ON BEHALF OF: on behalf of an organisation	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Its a total disaster for what is a marine area. It should not have been a throughfare or Arterial route. If there was a decent bike lane on state highway 1 people would use that but because the council has delayed improvements on state highway 1 traffic backs up from Taranaki St to evans bay and the only option is stick with it or drive Evans Bay. Huge trucks are forced to mix with what is a marine and residential area and people accessing this coast line and beach. Fix it. Do not ruin this are just for a handfull of racing enthusiasts wanting to better their time to work. This is the most used marine area in the city. It will be the end of Evans Bay Yacht Club and Marina there will be screams from the fall out of camper vans forced again to park outside someones house and Kilbirnie Park annoying the cricketers. The boat sheds are out of action the disabled wont be able to use the Seascouts or any seascouts for that matter. It will make it hard to impossible for the canoes, windsurfers, paddle boards, surf skis, long distance swimmers, boaties accessing moored boats. Its going alienate bikers with the community. Bring on the elections.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Electric vehicles will fix that problem. Next year Norway believes it will be the last year Internal combustion vehicles will be sold in that country. We now have incentives for electric vehicles and that will fix our problem too.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Neutral

How important is it to have a connected and complete network of biking routes across the city?

Neutral

NAME: Jon Munt	SUBURB: Te Aro	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Kirill	SUBURB: Churton Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More people walking and biking.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Kristina Hoepfner	SUBURB: Maupuia	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Make the separation between cycle lane and pedestrian walkway clearer to avoid walkers to (accidentally) use the cycle lanes.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

This is very important initiative to make it safer for commuters and recreational cyclists to travel more safely and therefore consider riding more frequently.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Mike Green	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

No, nothing specific, as long as the proposals become reality. Anything to promote cycling and walking in this car-centric city in this car- dominated country is fine by me.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Anything that enables people to bike and walk around this city is very positive. What is a city for? Certainly not for cars to dominate as they do now.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Heather Garside	SUBURB: Northland	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

These designs all look good! I'm pleased to see all the great cycleways and pathways linking up together. Please also consider club members coming from all over Wellington area to participate in water sports. Please work with Evans Bay Yacht and Motor Boat Club to ensure good access to and from their off road parking areas. Please also consider the 3-4 Early Childhood Centres in this area. They need legitimate drop off and pick areas (short term parking) for access for their families. Young children can't be dropped off on the footpath like school age children, and need safe space and time to park, settle in and do the same at the end of their day,

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

People who have safe viable options to use active transport and public transport will do so, taking cars off the roads. You don't know at the moment how many people will do this, because are not yet safe viable options to choose.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Alexander Garside	SUBURB: Northland	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

The prevailing wind is an energetic northerly, definitely anticipate rapid southbound cyclists when considering sightlines. I appreciate the clear and consistent route design, and look forward to completion.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

These proper lanes are exactly the infrastructure needed to enable normal people to cycle around our city. The eastern suburbs deserve a safe and sane route, and if recent completed routes are anything to go by I'm encouraged about Wellington's cycling future.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Jaci Sinko	SUBURB: Lyll Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Enabling more people to get around the city SAFELY by bike will reduce transport emissions as more people will cycle instead of driving or busing

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Spencer Voorend	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Keep the ambition up! Looks great and provides a vital connection. Build it and they will come! Cycling infrastructure needs be AAA, for All Ages and Abilities.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Gerardine Parkinson	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

I am concerned about people using Lime scooters who pose a threat to the safety of pedestrians walking round the bays when they are riding on the footpath.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

I think the proposal will make it safer for both cyclists and pedestrians.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important

NAME: Mark Stallmann	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Fully support the changes, but would like to ensure local businesses are unaffected or positively affected.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Completion is important for current and future users. Using what exists feels really safe and comfortable, but crossing to and fro is a bit fraught. Hopefully walkers will also appreciate the separation.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Mike Mellor	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

1. The footpath width needs to be a minimum of 1.8m, not narrowing down to not much more than a metre as it does in places on the new stretch of path to the north 2. The footpath surface should not be the rough, unforgiving and hard-wearing reinforced concrete as elsewhere on the new cycleway-related footpaths. That expensive surface would be much for the heavier and more damaging wheeled vehicles and devices, their users cushioned by rubber tyres/suspensions, which walkers feet are not. That said, surfaces on the bike and walking areas still need to be differentiated. 3. There needs to be a decent amount of seating, with backs to lean against 4. By default all pedestrian crossings should be on platforms, providing a level surface for those crossing and slowing traffic down 5. Again by default, at all driveways and side roads (the latter not applicable on the particular section) it needs to be made clear to drivers that pedestrians and cyclists have right of way.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Facilitating active modes is an important part of climate change strategy.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Andrew Scott	SUBURB: Tawa	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

I don't see any cost benefit analysis on this proposal. It seems to benefit only a small group of people who will find it slightly easier to bike the route than before at great cost to local residents, business users, and recreational users of the area. The majority of recreational users of the area to ocean activities and dog exercising rather than cycling. Furthermore, the area has an already narrow street profile. This is not a city like Christchurch wide nice wide streets with rows of trees planted the middle. This is an ill conceived concept that will have net negative utility for Wellington residents. In particular access to ocean activities such as sailing, kayaking, open water swimming, boat sheds, waka ana, relies on easy access and reliable parking to get gear to the location of interest. The freedom camping provision in the area should be terminated if this proposal goes ahead to reduce demand on parking which is drastically affected.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

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How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Justin Thirkell	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The proposed parking allocation is nowhere near enough to meet current demand - particularly for dropoff and pickup of children at activities. Two loading zone carparks with ten minute expiry is completely inadequate. Youth development will be detrimentally affected by not catering to volunteer leaders and parents - there will be no carparks within reasonable distance of activities between Greta point and Cobham drive, particularly when carrying large amounts of gear.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Craig Slack	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The users of the water access facilities are from all over the Wellington region, and quite often have equipment with them. Public transport and cycling are therefore not an option for accessing the facilities. The yacht club regularly hosts national and international sailing events that involve hundreds of competitors and support people. The current parking availability barely copes with the regular weekend use let alone these larger events. How do you propose to accomodate this useage?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

The journey from my house to the yacht club is calculated by the metlink route planner is 90 minutes on average for a Saturday, making a 3 hour round trip. I normally have 20kg of gear to carry with me, but If I have sails or boat parts this isn't an option.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important

NAME: Kirsty	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Just get on with it, this fits with all of your long stated goals . Enough if this endless consultation, complete the route.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Providing safe options for those who want to do something other than drive a car.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: MJ Appleyard	SUBURB: Churton Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Where do I park my EV when I go sailing at the yacht club?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: Dave Murray	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Parking for recreation users who need vehicles to transport their gear

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: Michael Instone	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

A large amount of parking will be removed from outside Hataitai beach and the yacht club/boat ramp. The yacht club and boat ramp cater for many water activities, Waka ama, sailing, fishing. The boat parking area fills up when there is an event, because they must cater for a car and boat trailer. Pressure on this area is exacerbated when other alternatives are closed, as was experienced this year when Porirua had a sewage spill, closing their harbour. Waka Ama, Sail boats and fishing boats often have multiple crew/participants, who need to bring personal safety gear and other equipment. These people often need to park on the road in order to keep space for boat trailers by the boat ramp. Alternative parking is needed for these people, so as not to risk inconveniencing residents on the hill side of the road and side streets. For example, can the freedom camping area be shared in some way? People with mobility issues may find it harder to get to Hataitai beach.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

I support the ambition, however, consideration needs to be given to providing an alternative for recreational users of the area as an access to the harbour, where driving a car is required, due to the nature of the activity they participate in, or where mobility issues mean that a car provides someone their mode of independence. Consideration also needs to be given to how many people cycle/scooter, and how much cycling could be expected to grow - is the proposal providing something for a minority group? I am a cyclist myself, and enjoy the cycle lanes we do have

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Important

NAME: Demian Dixon	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

There have been far too many carparks removed from boatshed / yacht club area. This will have a major impact.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Don't know
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Don't know
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

It may encourage more people to use bikes to get to work

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Important

NAME: Sonya	SUBURB: Kaiwharawhara	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Evans Bay yacht club requires car parking

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

I'm not sure it will make much of a difference

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Ralf Schwate	SUBURB: Te Aro	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Matthew	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It will help generate mode shift by encouraging greater uptake of cycling and less driving.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Campbell Black	SUBURB: Tawa	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Nick Warren	SUBURB: Tawa	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Corwin Newall	SUBURB: Tawa	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Ideally put a speed limit sign just for bikes in the slow zone area such as 30 or 25. My e-bikes do 45 and 32, and we don't really have many formal rules for people who like to go fast on them or other assisted wheels like longboards or personal e-scooters. A speed limit suggestion around the pedestrian crossing of the bike path could be good.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

I,Ãve a colleague in Miramar and he could do with riding into the Wellington CBD. Having it all off road would encourage people like him. Changes like that made in Kapiti are what encouraged me to ride a few years ago.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

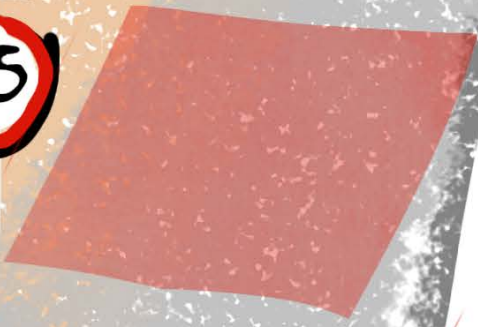
Very important

Very important

SLOW
E-BIKE
SCOOTER
ZONE

BEGINS

25



25

ZONE

SLOW



NAME: Helen Scott	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

1.The plans show a fence across the access and steps to the small beach and boardwalk in front of the Greta Point flats - this is part of the coastal walkway and exits at the Greta point Lookout. These steps are an important access point to the beach for swimmers, canoe and paddle boarders but also for those fishing and taking a walk. It is vitally important to consider not only cyclists but those who enjoy the area for other forms of recreation. 2. Existing bus stops should not be removed. People using buses may not have a vehicle, be unable to drive, have no other transport and may be unable to move the increased distances. For example, I have low vision and need to use a wheelchair for my husband. 3. I consider the level crossings will make life easier for pedestrians. 4. I hope that scooters and bicycles will use the cycleways.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very positive
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Planners should remember that this is the route that most vehicles take who are prohibited from using the Mt Victoria tunnel - these vehicles need to be able to slow and stop safely if necessary.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important

NAME: David Jeaffreson	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Don't know
Using the bus?	Very negative
Riding bikes?	Don't know
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Carol Stewart	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

The more people are able to use public transport, cycle or walk the better.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Bjørn-Oliver Magsig	SUBURB: Lyll Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: matthew muntean	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Don't remove parking for the beach. People use the beach! It is a big destination on sunny days; especially in summer. I use the parking when going to work, coming from work, going on errands. The parking next to the bathrooms and the beach make visiting the area convenient and pleasant; especially when you have kids, or are engaged in renovation and have just come to or from bunnings or the tip which you are not going to do on a bike. Narrowing the road and removing parking from the beach will push traffic and parking up Rata Road which is already a hazard street, making it even more hazardous. Restricting access will make visiting the beach less pleasant. Build in more parking or find a way to retain parking near the beach. Then fix the entrance of Rata Road onto Evans Bay Parade before someone gets killed.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

It will do little to nothing. You could already walk and bike. This doesn't add or remove that feature. Commuter bikers will remain in traffic.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Important

How important is it to have a connected and complete network of biking routes across the city?

Important

NAME: Jean	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

How long before the first small child is killed or injured crossing the road or straying onto the cycle path? The first part of the cycleway has effectively blocked access for most people to the foreshore by removing parking, putting in a solid fence on the shore side and covering previous tiny beaches with rocks and gravel. The cycleways are expensive ideological madness or the few not the many.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

There is nothing green about putting down a lot of concrete for a barely used cycleway. ICE cars are being replaced by electric vehicles so removing parks is no longer greening anything just annoying people and

endangering them. Moving more people with fewer vehicles applies mainly to the peak commute times and is better handled by buses with clearways at the appropriate hours and dedicated bus lanes. Cycling is a tiny % of private travel - 75% male 18-50 years. Meanwhile parents with young children groceries etc will have long walks and dangerous road crossings to make.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Barbara wheeler	SUBURB: Aro Valley	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Enabling infrastructure encourages active transport that helps reduce car dependency and encourages leisure activities

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Stephanie Cairns	SUBURB: Rongotai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Potential exists for conflict between footpath users and cyclists on the shared path, particularly morning and evening commuters who have somewhere to get quickly. Consider making dips down to the road in the kerb at regular intervals, so cyclists can easily re-join the road if the footpath is crowded. The raised crossings are great and will make a huge difference towards making Greta Point an area that people want to spend time in. There is a lot of parking in the marina that seems not well-used, could this be opened up to absorb some of the overflow from street parking?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

These works will enable a whole lot more journeys by bike. The cycle path connecting to the city and the cycle paths in Kilbirnie makes a long and useful journey possible on cycle paths only. This is a scenic route as well so will be a good ride for those getting used to riding a bike who are not yet confident to ride on roads.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Michael Dowse	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Cars are the least carbon efficient form of transport. If we make other options available and attractive, people will choose them.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Heather Johnson	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Make the changes!!!! I commute from Miramar to the CBD by bike several days a week (take bus other days) and every improvement of the paths along the way has been so great, keep going. Please ensure the pedestrian and bike paths are clearly divided.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

I'm proof! I moved to Miramar over a year ago and in all that time I've only driven to work in the CBD three times. I bike, walk, or take the bus instead.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Cel	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

There will be too many carparks removed that are used by residents, who have nowhere else to park. The off-street parking outside the various great point town-house complexes is not sufficient as it is. People are already parking on yellow lines because there is no other space, this will only continue. The marrakesh cafe is closed more often than it is open and does not have enough customers to warrant adding extra parks and reducing the time allowed, the customers all park in the visitor park of Great point apartments anyway, as the residents are not allowed to park there themselves. On the other hand, Greta point cafe will be negatively impacted by the reduction in carparks as they are consistently busy, and recreational users of the area will also not be able to find parking making it impossible for them to bring equipment with them. I think after all this, the area will be used less and everyone will be left more frustrated as recreational users cannot access the beach/cafe and residents have nowhere else to park. Find another way that does not involve removing almost HALF the parks in this area. The public transport is not reliable in this area, it is serviced by one infrequent us so most people living/visiting the area will do so by car.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Very negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

I think it is good to make it easier for people to get around by foot/bike, and I think this will help, people may use the walk/cycle lanes more, but on the other hand, they are going to need to park their car somewhere.. people will not just sell their cars because of these changes, it is important to keep parking available in these areas.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Neil	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

There is no consideration given to the residents and property owners of recreational users. you seem to expect the the people to enjoy going to the beaches at Hataitai and Balena Bay will either walk get a taxi of a bus. How will the operators of the bus and taxi services feel about people using their services dressed in wet and sandy clothing. The lack of casual parking will make it difficult for residents to have friends and family visit. What about resident parking, not every address has off street parking. With the Mount Victoria and Arras Tunnels being part of State Highway One, all oversize vehicles and vehicles carrying dangerous goods must use Evans Bay Parade to access the eastern suburbs. The work completed already demonstrates how dangerous you have made this stretch of road. Metlink busses have difficulty passing each other. Frequently one has to stop to allow the other to pass. **SOMEBODY WILL BE KILLED ON THIS STRETCH OF ROAD IF YOU CONTINUE WITH THIS STUPIDITY. THERE IS AND ALWAYS WILL BE MORE VEHICLES USING THIS ROAD THAN PEDISTRIANS AND CYCLISTS.**

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Very negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

people are not going to get out of their cars and use public transport. what will happen is people will move to electric vehicles. this is the 21st century. dont turn this city back to the 13th century

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Not important

NAME: Emmett Geoghegan	SUBURB: Maupuia	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

While most drivers are cautious there is a distinct group who act like they must get past cyclists asap. It takes a confident cyclist to ride on the road around Evans Bay. A separated and connected cycleway will be safer and encourage cycling.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Carmin	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

I would like to know how you expect children to be safely dropped off and picked up outside the scout hall without having to cross a busy road as your artist impression looks like it removed all safe parking outside the hall .there ar 50+ kids that attend that location

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Don't know

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Chris Elgar	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Don't know
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Christopher Town	SUBURB: Kingston	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

There needs to be more physical segregation from the roadway, to stop vehicles parking on the path. Standard curbs are inadequate to stop many of today's heavy vehicles. We would hope there is also a continuation of some of the great treatments from the Cobham Drive path. Bollards or similar may be needed in some locations.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Wellington is already over congested with cars. The way to reduce that congestion isn't with building more roads, robbing Wellingtonians of more and more space, it's to reduce the number of cars on the road. Physical space constraints aren't something that can be solved with electric cars.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Jana Major	SUBURB: Moa Point	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

The plan does not give state where parking will be located for those who live in the area, use the scout halls, bring their dogs to the park, etc. The scout halls are used daily, and parents need a place to be able to safely pick up and drop off their children. Maybe some loading zones or clearways would be a better solution between Greta Point and the Evans Bay Yacht club.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

The bus system does not support the needs of the people to fully utilize this walkway plan. They are too infrequent from the suburbs and cost too much to get people to leave their cars at home.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Eric Buscarino	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

There needs to be more physical segregation from the roadway, to stop vehicles parking on the path. Standard curbs are inadequate to stop many of today's heavy vehicles. We would hope there is also a continuation of some of the great treatments from the Cobham Drive path. Bollards or similar may be needed in some locations. I want a more proactive plan from Wellington City Council to mitigate the reduction in on-street parking. There's lots of parking capacity at the marina, which is Council-owned land. There's missing connections to Hataitai. I want provision for getting to and from the new cycling path to Belvedere and Rata Roads.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

The reduction of personal vehicles used for trips will decrease emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Ruth Murphy	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

It will encourage people to cycle more

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Matt Flannery	SUBURB: Hataitai	ON BEHALF OF: Kupe Canoe Club	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

There needs to be better recognition of the recreational users of the area at Hataitai Beach and the kayak club.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Great facility but the implementation needs to integrate with other recreational at the beach and harbour.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

Kupe Canoe Club

Firstly, this is a poor survey as it allows no space to provide additional feedback.

Whilst supportive of the overall network, the proposed implementation doesn't current reflect the unique features of the area that will have restricted access. There is a need to achieve balanced recreational opportunities within the city, including access to the beaches and harbour.

The loss of parking will significantly impact existing users of the beach and kayak club. The Greta Point area is the most heavily used area of the harbour for kayaking and the beach is a great asset for the area.

Parking is already a significant limitation in the area and bicycles and public transport at 1 hour intervals doesn't really work with kayak gear and paddles, let alone someone wanting to bring a kayak to the beach.

Whilst there is a plan to go to 180min parking at Cog Park this will not provide enough access to this area.

We request that you consider other options to generate additional parking in the area to allow other recreational pursuits that rely on the area to be able to continue.

Matt Flannery

On behalf of Kupe Canoe Club

NAME: Michael Delahunty	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Due to the loss of car parking, look at reconfiguring some of the boat trailer parking to allow some off street parking. e.g. currently as you exit the car park there is an area that would allow 4-6 car parks without the loss of any trailer parks, then if you removed x number of trailer parks your could add another y number of carparks. This would allow both residents & people sailing from the EBYMBC parking.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Simon Theeuwes	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Ensure that there are enough trees. I would also recommend to upgrade the dog park and create more of the relaxing chairs in cogpark.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

The slow drive helps give priority to pedestrians and cyclists. Consider making the slow drive bit longer as a lot of people, kids and dogs will be around Hataitai beach and will likely cross the street. I think the decrease in car parks is good thing, I would be in favor to also ban on street parking on evans bay parade as it is dangerous for pedestrians and cars.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Dean	SUBURB: Lyll Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Sally	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Can you do this without removing all the parks? It,Äôs going to make life very hard for the people who live here or want to visit the area. Public transport is also unreliable here as there is only one bus that comes once an hour and is regularly cancelled. Having unrestricted parking is crucial in this area.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Very negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

the Greta point area is already very bike friendly. The rest of the plan might be an improvement, I cycle and don,Äôt think the plan needs to include Greta point.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Alastair Johnstone	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Avoid losing current trees within Cog Park and maybe add more. Enhanced landscape around dog park and patent slip. Give consideration to potential climate adaptation enhancement across from the dog park by slip wharf. Improved lighting around pedestrian crossing - they can be dangerous in the evenings as vehicles often don't stop.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Improves options for people to travel into the city by bike. If buses are more reliable, I'd be able to use the bus route more readily. May be worth considering potential climate adaptation measures in places as part of future proofing the city

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

NAME: Igor Albornett	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Consider traffic calming measures where possible.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

There is no better way to ensure a sustainable future for all.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important



<https://youtu.be/bAxRYrpbnuA?t=140>



NAME: Robert Mitchell	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It will allow for better use of different modes of transport and reduce traffic

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Robert Poole	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Makes it safer and easier to use active transport. Prioritises bus journey speed over car which makes it more attractive.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Nik Wakelin	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Overall very supportive of this, great to see cycling routes connecting up. I think you should strongly consider some Residents-only or timed parking restrictions on the landward side of Evans Bay Parade. During the drop in sessions you mentioned that you expect Evans Bay Parade will become a less attractive place for people to store commercial vehicles and campervans long term, however human nature being what it is I expect the nearest available spot is likely to become the next most desirable one. Note that also once tourism returns, the Freedom camping area gets very popular in Summer and overflow can contribute to this problem. Large vehicles (such as camper vans, "party" buses, food caravans and the like often seen along Evans Bay Parade) block sightlines and driveways, which increases the danger for people walking, running, cycling (many sport groups use this route and will likely continue to do so safely along the road) or driving along the landward side. I would also suggest you consider adding details of other facilities to the signage in the Freedom camper area (so that in times of overflow people can head to the area at Red Rocks for example), and perhaps a letter drop for the camper vans/commercial vehicles pointing them to suitable commercial lots for long term storage. In summary, it's a great change but please consider adding parking restrictions to avoid this area becoming more compressed storage for vehicles where it should be a great place for people to move!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: M Dommett	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

If you are going to remove road areas you must compel cyclists to use this cycle path. If you do not all you have done is steal road space for no benefit. Raised crossing points just cause vibrations in local housing and create stop-start driving increasing bus and car emissions as they cannot maintain a smooth driving style. Leave the road alone if you are hell bent on a cycle path.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

The public transport will never replace private cars unless you create E-W transport options and a reliable and frequent airport bus. Currently your hub and spoke bus pattern is not sufficient to replace cars and Wellington has severe weather and topography such that cycling is not an option either.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Annie Mercer	SUBURB: Rongotai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

I bike to work every day from Rongotai to the city. Car drivers abuse me for driving in the road. I was abused this morning. We need a safe area to bike.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Ethan Tucker	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It's all part of knitting together a much more cycling-friendly, safe network for active transport.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Amelia Wilkins	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

We've grown accustomed to expecting public space to park private vehicles, generally for free and with no, or very little, restrictions. Everything that has been done previously has been in support of private vehicles so it's no wonder we are where we are. This (amongst the other changes in the pipelines) is a great start to attempt to remedy a balance. It will take some time for people to go back to one car households (or even no

cars!) so in the short-term, and in the absence of priority bus lanes, more frequent services, and cheaper cargo bikes, this will be challenging for lots of people. Long-term this is completely in the right direction.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: John Howell	SUBURB: Ngaio	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Lea	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

People like to park and walk or swim and kayak. Cycleways on this existing road take away car parks for those wish to visit this area. We have very few swimming spots in Wellington with sufficient parking.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

We have bigger issues than reducing the tiny emissions Wellington traffic contributes

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Christian Hipp	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Catarina Gutierrez	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Less congestion means less emissions which is better for the environment.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Russell Tregonning	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

I like most of the plan a lot. But taking the bike track around the seaward side of NIWA would make a lot more sense than keeping to Evans Bay Parade. It would enable keeping some carparking on the Parade gaining the support of local businesses and those who need to park. Keeping the footpath on the Parade would completely separate walking from cycling, providing a safety for both groups. It would be a more scenic route at the water's edge for cyclists. Support, safety and scenery--win,win,win.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

The more attractive cycling is made the more people will use this mode of transport instead of fossil-fuelled vehicles.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Craig Spanhake	SUBURB: Lyll Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Steve Bielby	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

There is a huge wider call on WCC funds to make our roads and communities safe again. Please consider whether some of the costs/amenities in projects like this could be better 'smeared' across other suburbs - I cycle commute daily through the northern suburbs where the roads are grossly unsafe and even the most basic maintenance is left undone.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Our Wellington roads have become generally unsafe for pedestrians and cyclists, and we urgently need to take action to reduce vehicle conflicts, rage and emissions. See Berlin's proposals to go car-free

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Eleanor Jamieson	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Mark Holden	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Luke Taylor	SUBURB: Newlands	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Taking away street parking is going to adversely effect people using the sailing. Facilities. Removing on street parking will mean people won't be able to access sailing Facilities and club rooms.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Liv	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

I would be more inclined to cycle to work from Hataitai with a dedicated cycle lane

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Raewyn Hurst	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The Hataitai community use this area a lot. The beach is hugely popular for all families and to take your family to the beach you need to drive down in order to carry everything and safely move children to the beach. Carparking is essential. Removing parka for this area will cause huge problems along with putting cyclists first if children need to be crossing over the cycle way and road. Greta point and the social house ing will also lose their carparking. People stopping to have coffee or visit these families will not be possible. Bikes shooting around the bay here will have right off way and some are in groups and travel fast fast. Carparking for the beach and Fraser areas will be pushed up onto rata road which is one of the most dangerous intersections with no visibility and will make the road (popular access into Hataitai) one way. I have witnessed more than one accident there. Serious road cyclists in wellington do not use the cycle way as they travel faster than possible when mixed with pedestrians s and if they are using the new cycle way it is only a matter of time before someone is knocked down and hurt. The idea to have a shared cycle/pedestrian way is crazy on evans bay parade here. There is too much happening for everyone to remain safe. This is joy to mention kayakers unloading boats, dog owners unloading dogs and people excercising in the park area. Try asking out carpark sand pushing the hardcore wellington cyclists onto pedestrian ways is an accident waiting to happen. Families of Hataitai don,Âôt deserve to lose this play area in their doorstep.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Families will have to drive to alternative places to go to beaches and be together. Evans Bay parade will always remain a main traffic route, especially for tourists, into Wellington city as an alternative route to avoid the tunnel. No emissions will be reduced only cars, trucks, bikes and people of Hataitai being forced to go about their days on a narrower congested road. This area is currently safe for pedestrians and cyclists with work already having been carried out on the Hataitai park and beach area a few years ago. Pedestrian crossings were added and up graded and walking paths created around Greta and Niwa. It works very well for residents of Hataitai to walk or drive to the beach, park, cafe, dog area and marina. The cyclists I see are travel fast on the current road and are very visible to the traffic around there. You will be taking a recreational area away from Hataitai families in favour of cyclists passing through the area.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Low importance

How important is it to have a connected and complete network of biking routes across the city?

Important



NAME: ANDREW KENNEDY-SMITH	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

safer and more inviting bike and walking paths will translate to increased use and less car traffic. Which in turn will facilitate bus movement and commercial vehicles

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

if it's easier to bike and walk, more of us will

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

NAME: Simon Vita	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Don't know
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Fewer cars means less emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Gokul	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Please ensure parking is taken care

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

400

NAME: Craig Rogers	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Not important

NAME: Graeme Gee	SUBURB: Ngaio	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Removal of carparks severely limits the recreational use of the area. Why is it that a cycle user is deemed more important than anyone else using the area - particularly those with water based activities - sailing, boating, kayaking etc. Everyone should have equal access to the area and by removing parking you are not only removing the ability of those with water based activities to access the area you are also removing the ability of those who live there access for their friends/guests to park. The parking SHOULD NOT BE COMPROMISED

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Because vehicle access will be reduced the vehicles using the area won't necessarily reduce - like thinking like that is dumb logic. The most likely scenario is that vehicle traffic will increase (getting to ASB Rec Centre and the Airport) and therefore there will be more congestion and with more congestion there will be more vehicles idling causing more emissions causing more harm on the environment. Cycleways will not get people to the airport or the ASB Rec Centre

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Ella Borrie	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Fully support this link in the biking/walking path. These changes will make it easier and safer for pedestrians and cyclists. I would be keen to make sure that cars can't part on the shared path. I'm also keen to make use of marina for parking to free up space on the road. I'm excited to bike on this completed path - I love going there now!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Building infrastructure for carbon neutral transport!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Helen Copsey	SUBURB: Breaker Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Easier, safer and more attractive to bike, walk, scooter and use public transport in the area and for commuting. This reduces emissions and reduces the need for cars (ie having options like this may make it easier for households to only have one, instead of 2)

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Aaron DANN	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The removal of the majority of car parking for marine recreational activities. Consideration must be given to the EBYMB when hosting regattas or other events.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Wellingtons climate and very poor bus service won't deter people using their vehicles. To encourage commuters to take public transport you need to first address the lack of services.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Sherryl Murphy	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Wellington is not a suitable city for cycling because of the terrain and weather.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Stacey Pilcher	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Encourages cycling and walking over driving. Makes it easier and safer to commute on a bike into the city.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Sophie Harris	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Some ideas are,Ä¶ Installation of Solar LED coloured smart (interactive) night lights to illuminate the pathway and also some plants, sculptures and features along the way. At Cog park some ideas are a drinking fountain / water bottle filling station, a bike repair station/ solar phone charging station and perhaps even a gas barbecue and seating.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

The seperate walking and cycling pathways and beautification of the area will encourage more people to use the area both on the weekends for recreation and for commuting to the city. People will be encouraged to

use the paths as they are safer and that also makes for a faster commute as opposed to using the regular footpaths and road and having to watch for traffic. Also the raised pedestrian crossings discourage vehicle traffic from using the route. Altogether this should mean less cars in the area.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Jessica Wilson	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important

NAME: Amelia Vincent	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Love this!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Encouraging people to use modes of transport other than private car - we need a connected cycle network to encourage higher usage - i will cycle when i feel safe (because there are connected networks) but will not until we have that

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Gina	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Very negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Not important

NAME: Duncan Domett	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please do not forget the importance of people using cars, vans, trucks etc these will be electric or clean hydrogen within the next 5 Yrs so will have low or nil impact on carbon/climate change. But are very important for people to do business in and around our city Reduce packing charges esp Sat/sun and no charges after 4 will help hospo and offset the reduced parking spaces etc

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

There will be low or minimal impact on climate change when the main transport uses will be in electric or green hydrogen vehicles !

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Beatrice	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Josh Wright	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Paul Fraser	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

I generally support the Evans Bay Parade proposal - Greta Point to Cobham Drive. It's a shame however that several aspects of the proposal are grounded in ideology, rather than common-sense. The restricted access to Hataitai Beach and various local amenities (Sea Cadet Hall, Sea Scout Hall, etc) through the removal of parking (approx. 131 parks) has been well articulated. What is disappointing is that Council would suggest that parking is met in many areas by existing parks or a slight addition in parks. In isolation, each of these situations would seem to work. In aggregate, the removal of parks is going to create competition for the limited parks remaining. Residents will be competing with those going to the dog park, beach, park, Sea Cadet Hall, and so on. To suggest that there will be ready access to current facilities through the remaining number of parks is non-sensical. Indeed, Council have been quite dismissive of the broader impact to the area with the removal of these car parks. Council have stated though the consultation process that any impact on Belvedere or Rata Roads is out of consideration - yet, with the removal of 131 car parks, Belvedere and Rata Roads will provide the only legal parking between Cobham Drive and the section North of NIWA - a distance of 1.7 kms. The overflow pressure for car parking placed on these roads will render these roads (more) difficult and dangerous to use. It's also incongruous that Council proposes providing an improved bus service by removing / combining a number of bus stops. I can understand combining bus stops that are not well patronised. Yet, this proposal seeks to combine the two busiest bus stops - Stop 7546 (the highest patronised stop at 33% of surveyed boardings) and Stop 7547 (the second highest patronised stop at 23% of surveyed boardings). These two stops - already at over-capacity during peak times - comprise over 56% of bus passengers surveyed! It makes no sense to be combining these bus stops / removing Stop 7547. Please reconsider this - this will be a significant deterrent to taking the bus, particularly in bad weather.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Very negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral

Working/owning a business in the area?

Neutral

Living with mobility or accessibility issues?

Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Road transport will be with us for some time. While reducing emissions is laudable, electric vehicles are on the increase. In short, emissions will reduce; the volume of road traffic will remain.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Important

How important is it to have a connected and complete network of biking routes across the city?

Important

NAME: Nicole McKee MP	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

You need to fix our pipes. This plan removes access to recreational water activities. You're spending money on the wrong thing and taking away recreational activities. Your being blind with arrogance and its sad because you're not listening to the people. You're on your own agenda with blinkers on. You're not a deity, your funded by us - open your ears and listen to the people.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Ultimately, you are making people who want access to the water travel further, possibly even out of Wellington to do so. You've just increased emissions. More people need to drive to water activities. You're

only thinking of those wanting to cycle past water activities. You're not thinking of the elderly, of young families. Do you expect mum to drop kids off at the beach and leave them alone while she goes looks for a park somewhere half or even one kilometer away. This plan will make access to water near impossible. You're not thinking of those that live on Mt Victoria - the elderly who can't walk back up the hill, or the mum with young kids who wouldn't make it back up the hill. So they will drive further, to get access to a place that you are taking away from them. You will increase emissions, it is so obvious. You ask questions that are derived to give you the answers you seek. My advice - listen to what the people want you to do. They are telling me they want their pipes fixed, not cycle lanes. The priority are your ratepayers who live not just on the flats of Wellington.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?	How important is it to have a connected and complete network of biking routes across the city?
Neutral	Not important

NAME: Duncan McKee	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

This plan will turn this excellent cohesive area into a barren site for the very occasional cyclist.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Because the city is for all people and those that want it to be the same as it is are able to demand that this abomination does not foist upon the locals the WCC woke agenda.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: Jean	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Do not make a change. Current set up is good for everyone. New set up is negative for many groups including cyclists who want to bike fast and not be forced to have to dodge slow bikers, children and pedestrians

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

The area is already safe to bike through and used by people to commute

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Joel	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

please do not remove the car parks from hataitai beach.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

some people cannot bike because they are elderly but need to access the beach. people living nearby need carparks for visitors.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: Henry	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Just don't mess with the width and parking availability as making it narrower or with less parking a pain/hazard.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Not everyone wants to walk, cycle or use public transport from experience with Wellingtons weather it's just impossible to even consider that as an option on a terrible day on the water front

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Neutral

NAME: Hugh Parker	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Consider not removing all the parks for businesses and homes to benefit a small minority who don't use the area except to commute. I would suggest doing the top end of this cycle way so at least one part is connected up. When cycling to the city I don't appreciate having to cross two lanes of traffic three times because thought was not given to connecting the cycleway together. The old painted cycleway used to be perfect and now I feel extremely unsafe with this design and execution.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

People are still going to drive and more people are going to use electric vehicles.. So there will be small benefit and no infrastructure for more electric cars.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Tim Hope	SUBURB: Mount Cook	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Pc van melle	SUBURB: Thorndon	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Low importance

NAME: Dan Addington	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

It,Äôs a good plan, we,Äöll thought out and it will great for my children when we ride our bikes, it will encourage more people to walk and ride to the beach rather than drive which is a good thing.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Less cars for transport, more walking and riding cycles

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: James Dickson	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

This proposal pays little heed to the needs of a range of residents from near and far who use amenities in Evans Bay such as Hataitai Beach. Hataitai Beach currently is easy to access for elderly, infirm and disabled users who rely on nearby parks. The proposal removes all parks as far as Evans Bay Yatch Club. Hataitai Beach is a popular entry and exit point for people who use the safe water for recreational water sports including paddle boarders, kayakers, waka teams and open water swimmers. In summer, moreover, Hataitai Beach is exceedingly popular with families and people travel from near and far to picnic, bathe, sunbathe, and socialise. All are dependent on being able to park nearby. Furthermore, the proposed cycleway treats all cyclists and users of said cycleways as equal. Many road cyclists, e bike commuters, and sports cyclists riding in small and larger groups prefer using the road where they are less likely to encounter people learning to ride, scooters, skaters, children on bikes and pedestrians. The road around Evans Bay is also an artery for heavy vehicles unable to use SH1 and the Mt Vic tunnel as well as overflow Airport and commuter traffic. Further north Greta cafe and Marakesh rely on passing clientele and residents being able to park and drop in. The net loss of parking denies the needs of people reliant on transport by car and parks adjacent to their destination.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Don't know
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

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Why do you think that?

I think the question is designed to steer the narrative I think WCC should focus on linking the city up for people gaining confidence in cycling by focusing on more challenging routes like the one through berhampore.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Important

NAME: Ian Wards	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

There are so many people getting into cycling and seeing that it is a fast and fun way to get around the city, and we really need to plan for climate change - which is real and happening. Future Wellingtonians will thank us for it.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Pip Rawson	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Car parks required by residents who live in houses with no garages or parking areas and have nowhere to park their park aside from the road

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

There are not enough buses on the Evans Bay Parade route to make people give up cars. This is not a cycle friendly city - it would be much better to make a cycle lane in the Mt Vic tunnel

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Will Dalton	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

My concern about including a cycle way from Greta point to Cobram Drive is that there will become less parking therefore it will become more difficult to park.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

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How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Julie Williamson	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More people will feel safe to ride bikes and walk

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: John Galvin	SUBURB: Ngaio	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Keep cycles and car totally separate

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

We live in a city that has many 'natural' barriers to developing a world class transport environment e.g. hilly narrow streets so in places where these constraints do not exist we need to invest in infrastructure that will satisfy the needs of future generations.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Gary Baldwin	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Parking near yacht club.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Celia	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Looks good, do it

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Jacob Jolley	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Nothing in particular. I fully support these changes.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Less incentive to drive, encourages local travel via bus, bike or walking.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Justine	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The removal of premium parking spaces and the bus stops to install more pedestrian crossings will seriously impact people who need a car or bus daily to commute. Vehicles stopping and going at pedestrian crossings not only increase traffic and people noise but also, contribute to the increase in emissions and pollution levels for residents living in the vicinity of these crossings. Many long term residents who are unable to drive, ride a bicycle/scooter and have walking difficulties will be negatively impacted by the removal of both parking spaces and bus stops.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Very negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

The needs of an aging population are neglected in the changes being proposed. This segment of society won't be able to walk far or ride a bike or scooter and often times, need a car or public transport to enjoy the area.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Kevin Francis	SUBURB: Tawa	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

Adding to the vibrancy of the area by providing for recreational and social activities that are continually excluded

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

I am neutral because I don't think it adds to or maximizes the full potential. I feel too much emphasis is placed on people who ride 'bicycles' while continuously ignoring other users such as skateboarders, longboarders, and roller-skaters etc - all of which have been a vibrant part of, and used the city as long as bikes, and are 100% for environmentally friendly than motorized scooters. While the rest of the world is embracing and

moving towards inclusive, smart design that caters for everyone, including the skate community. Some, people in Wellington are still purposefully using discriminatory, aggressive design tactics to limit use by the 'skate' community (using stripes of rough ground for example). I feel this design adds nothing new apart from making it slightly safer for bicycles, while being a good thing, it is already easy and safe to walk and ride in this area. This design is lacking adding anything new to the area and it's not just enough to make it safer for walking and biking - it needs to be safer for everyone (skaters included). There is so much potential here for the design to be fun, unique and exciting and stand out.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Important

NAME: Rebecca Radford-Pyatt	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Parking is needed for residents and those towing boats etc. Leave the parking and upgrade the existing footpath for cyclists and runners etc.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Parking is highly needed in this area and the footpath is wide enough to cope with runners and cyclists. I understand the reduction of emissions but this is WINDY Wgtn, not Brisbane. The weather in WGTN and the recreational use of this area requires parking. You try cycling in a southerly!!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Neutral

NAME: Born and bred in Miramar.	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The only alternative access to or from Eastern suburbs is via Evans Pde. Pandering to the lycra wearers and/or anti vehicle comrades is an affront to democracy. This is and should always be a main thoroughfare. Fuck the greenies/poofs/muff divers/communists/brain damaged civil servants/freshly minted university students/zealots/femminazis/politicians and anyone who feels left out. Long letter to follow.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Progress can only go in one direction. FORWARD. This proposal is akin to claiming the earth is flat, despite our academicians trying to influence students to the contrary. Dare I mention the ludicrous implementation

of the Island Bay cycleway. Hitherto: it has been females who encountered the vapours. Today, possibly with the addition of fluoride/folic acids to our daily fare the guts have sucked out of the collective community. In my day we cycled in the neighbourhood without any detrimental affects. Should we have need to travel further afield we resorted to the tried and true motorcar. Nobody died as a result and many other wise useless hours were spent on fulfillment. When will you Fuckers realise you are swimming upstream and grow the cojones to reverse the rot that is present and continually taught in our tertiary institutes by lilly livered, limp wristed Fuckwits? Long letter to follow.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Dave Clarke	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The Council's parking policy in this instance shows a total disregard for the residents parking needs. For those who have to access tight off street garaging but to those residents who have no off street parking. No assurances have been given as to how this will be addressed. Is the Council aware who they are paid to represent- the rate payers??

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

No more people will walk to work in the City from here and those that bike are probably doing it already.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Minette Hillyer	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Zoe Heine	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I regularly swim at Hataitai Beach (across the year) and it will be a shame to lose all the close car parks in the chill of winter.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Positive
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

It will be safer for biking in the area and therefore people will be more inclined to bike. It is currently very obvious that the area doesn't feel safe for cyclists.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

NAME: Josh	SUBURB: Te Aro	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Sophia	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Ocean swimmers who use this area should be consulted, so you can better understand how we use the beach. Access is really important from a safety perspective for swimmers. Swimming has so many health benefits, so it should be encouraged and made as accessible as possible. This design skips a beat when it comes to Haitatai beach access. Its quite disappointing.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

the focus is on cycle infrastructure, and removing the possibility for cars to park encouraging other modes of transport

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

NAME: Elizabeth Evans	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Its hard enough parking around this area when it's busy. As a parent it just makes it too difficult to have to park miles away, and walk in any sporting equipment, or picnic items etc that you want. I don't think they have taken into consideration, old, young, or the differently abled people, just those whom already are bikers.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Don't know
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

I think it will just stop people utilising this area, and they will find somewhere more accessible, possibly by having to drive further, resulting in more emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Jon Harris	SUBURB: Northland	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

I cannot see that this is a net gain - there is plenty of room currently for cycling and walking and it will reduce access to beaches and businesses by removing parks. At a time that the council is in a financial crisis with completely unaffordable rate rises forecast, why are we even considering spending significant funds on this pet project with little to gain?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Low importance

NAME: Alistair Osborne	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

I think it would be awesome to install some skateboarding friendly features, such benches, small slopes or transition areas (like the Napier waterfront), kerbs that can be skated.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

This will encourage more people out of ICE forms of transport.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Hugo Vitalis	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Cars crossing the bike lane still assume a right of way. The signage needs to be clearer and bikes should have right of way. Not bikes giving way to cars (eg the houses near Niwa and Niwa. There needs to be judder bars and clear stop signs

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It will increase accessibility but particularly bike use to town. However getting safely from houses in Kilbrine or haitaitai to these excellent bike routes is still an issue ahead.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

**Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback**

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NAME: Anna Scott	SUBURB: Tawa	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

It seems like access for cyclists is being prioritized over other recreational users and those with mobility issues by removing the majority of parking options on Evans Bay Parade. We are lucky enough to be boatshed users coming from the northern suburbs to visit grandparents and using the ocean for windsurfing, kayaking, fishing and swimming. I see these changes limiting our access to park within walking distance of the boatsheds. Meaning all the gear we have to carry to use on the ocean will stop us being able to use this area. Limited parking will mean more residents take up those parks available as there is so little off street parking on the parade. Members of our family have mobility issues and not being able to park close to facilities will limit their ability to enjoy the ocean. This proposal seems to favor cyclists over other users unfairly.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Don't know
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

I drive an EV and cycling with ocean gear from 20km away is not feasible anyway

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Neutral

How important is it to have a connected and complete network of biking routes across the city?

Important

NAME: Julian read	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Tobias Schmidt	SUBURB: Newlands	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Benjamin Matthews	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Continue the same style of railings/fencing and small sections with benches and grasses like the other upgraded paths

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It creates a commuter corridor safe from biking on the road or walking directly next to the road. I know multiple people who have advised they would bike on this path if it was completed the whole way.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

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NAME: Bridget Lissaman	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Encouraging more people to use alternative forms of transport and make use of recreation opportunities

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Zong Chen	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

In-lane bus stops are great! We should not be prioritising private vehicles over busses when it comes to usage of the main traffic lane. The cycle lane: please ensure the asphalt is flat and ironed even, just like motor vehicle roadways are. This is important for a smooth, fast, easy ride, and will attract more riders.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Making walking, cycling, and public transport fast and comfortable is what will get people to drive less often.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Eliza Cummings	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

My main concern is the lack of parking accessible around Hataitai Beach/Evans Bay. For ocean swimmers, kayakers, paddle boarders, beach goers, etc. the lack of parking will likely cause a massive access issue. Especially for those with a physical disability.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Making better cycle ways will encourage people to bike instead of drive because it will be safer and more accessible.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Lauren	SUBURB: Oriental Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Tim Harford	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Ensuring cars don't park on the bike lanes.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

You're giving a safe route for a large number of people in those suburbs to bike to places. So, less people in cars. As more pieces of a cycle network connect up this will have a multiple effect. This should also be popular with recreational users

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Christina Bellis	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

For those who are otherwise abled, consider nearby parking spaces to be labelled as disabled parking so they are given priority over others that could feasibly park further away and walk.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It could encourage more use of public transport and/or bicycles or walking. It will make the area more pleasant and traffic calmed for other modes of transportation.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

NAME: Hugh Blackstock	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please provide better connections e.g. for people biking to get to/ from Rata Rd. Please work with Waka Kotahi to convert the footpath on the north side of SH1 between Evans Bay Parade and Hamilton Rd to a shared path (even as a trial while Let's Get Wellington Moving plans are made) and improve the slip lane crossing on that side. There will be extra parking on Rata Rd as a result of this proposal it could do with yellow lines to ensure residents/ emergency vehicle can still drive up it. It would also be good to enforce your new footpath parking rule on this road more regularly.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

This is a fantastic future-focused transport system initiative that will complete the connection between the Eastern Suburbs and the CBD and beyond, including the Great Harbour Way. These changes will enable more people to travel safely via active modes - 76% of Wellingtonians would cycle if there was better and safer infrastructure. They will also make it safer when we run in this area. Our son attends Sea Scout Cubs on a Thursday evening and most of the kids either walk, cycle or carpool there - they asked parents to make a submission, here is ours! In our experience, most people only go to this beach a couple of times a year (and could probably walk there but are too car dependent and lazy) whereas these improvements will make it safer and more convenient for people using active modes everyday.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?	How important is it to have a connected and complete network of biking routes across the city?
Very important	Very important

NAME: Caleb Gordon	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

The EBYMBC will lose some parking for those who bring boats and heavy gear to the area and this is a concern for the club. The off street parking on a busy day is not sufficient. Is there an alternative?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

We need to ensure that more people get on to bikes for transport and fitness. More diverse modes of transport are critical to tackling the climate emergency.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: boris johnson	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

there are very few open green spaces in this area and the proposal to cut Cog park in half with a bike lane is disappointing and means we will loose this space to the Lycra clad speedsters

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

I wonder how many people will need to stop using cars and start cycling to outweigh the environmental impact of the construction work and materials against the asset lifecycle

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Anaru	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

No wooden ramps. They are not wheelchair FRIENDLY

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More people can easily and safely get to more places on bikes.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Lloyd	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Jemma Pound	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Leaving it alone & using money on other issues

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

I think it,Äôs ridiculous

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Sam Kempthorne	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Vanessa	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The proposal to remove the majority of parking around Evans Bay beach and recreational areas is extremely disappointing. If we are trying to encourage people to get out more and enjoy spaces in our city, this severely impacts a number of groups in their ability to do this. The beach, boat area etc should be accessible to all people which means car parking is necessary - particularly for elderly, families, people who are less able, and groups. I appreciate that making changes to the area can make it more accessible for bikers and pedestrians but this should not be done in a way that makes it harder or impossible for others to also enjoy and access these spaces. Also, removing the ability for buses to pullover at stops makes this road more congested and I believe more unsafe as people will inevitably attempt to overtake buses or pedestrians walk out without being away of cyclists etc. I,Åd be interested in results from feedback specifically from residents in these area - how much has been done to specifically gather their thoughts?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

This area is already widely used by pedestrians and bikers, I am not sure how many more people will suddenly take up walking or biking in this area simply due to these changes. I think the increase in congestion on the road may increase emissions as the commute around the bays becomes longer, as well as more people have to do drop offs (of kids/families, elderly, less mobile people) in their vehicles for them to access the recreation areas and then coming back again to do pick ups.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Neutral

How important is it to have a connected and complete network of biking routes across the city?

Low importance

NAME: Lois Gillies	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Don't do it.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

We're not a heavily populated city

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

**Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback**

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NAME: Trish Given	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I would like to see more feeder lanes for bicycles coming from the city to turn right onto Rata Road and Belvedere Road - I use this route regularly to bring me back into Hataitai and currently there is no allowance for me to stay on the road and take a right turn onto either of these roads. It would also be great to see a pedestrian crossing at the corner of Wellington road and Evans bay road (coming from Hataitai) I can see a pedestrian crossing on the other side to join Cobham Drive but non on the upper side. We walk and bike along this route very regularly coming from Hataitai and I would be nervous of my kids doing it by themselves without a proper crossing in place.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Don't know
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

it will encourage more people to use the bike path all the way to the city. As well as many other active modes of transport.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Nora Burghart	SUBURB: Houghton Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Peter Butters	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

please carefully consider the implications for vehicles entering and exiting NIWA carpark and Greta Point. Bicycles, e-skateboards, and e-scooters on the path, rather than the road, are very difficult to see especially in dark or wet conditions. Entering Greta Point complex from Cobham Drive direction is particularly challenging because of impaired visibility due to the parked cars outside of the entrance/exit driveways and also difficult when a bus is parked at the stop in front of NIWA. Bikes and e-vehicles now use both the road and new designated pathways. I am also concerned for bus users getting on or off the bus onto the new pathway. A 'safe area' should be strongly considered. And clear signage or other methods employed to reduce the speed e-bike etc use when passing Greta Point and NIWA

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Reducing green house emissions is hugely important. The city should be incentivising bus users with improved schedules and greater reliability.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Neutral

NAME: Ryan Leatham	SUBURB: Miramar	ON BEHALF OF: Evans Bay Yacht & Motor Boat Club	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The removal of a huge amount of car parking in the vicinity of Evans Bay Yacht & Motor Boat Club will significantly impact on the operations of the Club and recreation along this area of Evans Bay Parade and Wellington Harbour in general. Please consider the impact on recreational users of the area. The Wellington City Council Recreation Strategy which was adopted in 2003 aims to:

- Offer an abundance and a diverse range of sport, recreation and leisure activities;
- Ensure these activities are easily accessed, affordable and available year round; ,
- Ensure the contribution of sport, recreation and leisure events to the city's economic prosperity;
- Encourage participation in a way that increases overall well-being. The current proposal appears to focus on one sport/recreation/leisure activity while limiting access to a range of other activities (swimming, kayaking, boating, fishing etc) who requiring car parking to ensure they can bring the correct equipment to the area.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

An inability to park at Evans Bay Yacht & Motor Boat Club will result in members having to move clubs. This will result in recreation users having to travel to other clubs such as Muritai (Eastbourne) and Plimmerton to partake in activities. Therefore, increase the road traffic travel required.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important



Document to support
Evans Bay Yacht and Motor Boat Club's
submission regarding
Te Haerenga Roa o Te Aro



Evans Bay Yacht & Motor Boat Club want to ensure that recreational users of the area are not adversely effected by the proposed changes to Evans Bay Parade.

The Wellington City Council Recreation Strategy which was adopted in 2003 aims to:

- Offer an abundance and a diverse range of sport, recreation and leisure activities;
- Ensure these activities are easily accessed, affordable and available year round;
- Ensure the contribution of sport, recreation and leisure events to the city's economic prosperity;
- Encourage participation in a way that increases overall well-being.

The current proposal appears to focus on one sport/recreation/leisure activity while limiting access to a range of other activities (swimming, kayaking, boating, fishing etc) who requiring car parking to ensure they can bring the correct equipment to the area.

Parking

Facts and Figures

60 car parks (that is all car parks) will be removed from the seaward side of the road between the Clubhouse and the old entrance ramp adjacent to the Coastguard building.

21 car parks (75%) will be removed on the seaward side of the road between the Clubhouse and the northern end of the boat sheds. This will leave 7 parks outside the sheds (5 unrestricted and 2 P10 drop offs).

29 car parks (~50%) are also being removed on the western (residential) side of the road between the Coastguard building and the northern end of the boat sheds.

So, a total of 110 car parks (74%) are going to be removed within 250m each direction of the Clubhouse. And this doesn't take into account the approximately 30 parks that are proposed to be removed from Hataitai Beach which will put further pressure on the remaining parks.

Survey & Numbers

The parking survey completed on 5 and 6 December 2020 does not give a complete picture of the on-road parking occupancy. While this weekend was "sunny", looking back through our records/notes, the 5th of December was windy 30+ knots and therefore club sailing activities for the day were cancelled (at 10:37hrs officially) and the majority of club members did not visit the facilities that day.

Since we have viewed the Parking Survey we have not had much Club activity due to the effects and restrictions of COVID. We have however completed a count on a couple of days when smaller club activities have been happening. These details can be seen in Appendix 1: Parking details.

On site parking

While it might appear that EBYMBC has significant on site parking available for members and visitors, this is not the case on club activity days. The area immediately in front of the Clubhouse is used for rigging and preparing boats before going on the water. On a Club day this is at capacity, see below photos. The area is used for parking when activities are being run in the clubhouse which do not require the rigging area to be used (e.g. meetings), see parking survey appendix for an example of this.



History of EBYMBC

The Evans Bay Yacht and Motor Boat Club was founded in 1919 by a group of enthusiasts who recognised that the location was ideal for sailing and boating. At that time the shoreline was about where the road is now. Three years later, in 1921, piles were driven into the sea for the first clubhouse in the area now covered by the dance floor of the downstairs hall area.

Our 103rd sailing season kicked off at the beginning of October.

EBYMBC currently has a focus on growing our junior and youth participation rates. As at 31 March 2016 we had a total of 25 members under the age of 18 with only 2 of those members participating regularly. As of today, we have a total of 76 members under the age of 18 with 80% of these members participating regularly (at least once, generally twice a week). These junior and youth members come from all corners of Wellington, including as far away as Churton Park and Waiwhetu.

EBYMBC is the only yacht club in Wellington which accommodates sailing for all ages groups and abilities. A member of EBYMBC can stay at the club from their junior days right through until their retirement from the sport while completing all the different stages of sailing in between. The age range of our active members is 6 years old through to 80+ years and we have one person who has been a member since 1950 and is still active in the club. Our Senior members have a wide geographical reach with regular sailing members coming from as far as Otaki and Carterton.



More than just a Yacht Club

EBYMBC is more than just a Yacht Club, from the early days the club's activities have always been supported by members and residents throughout Wellington.

The club facilities are also the home base for the following organisations:

- Wellington Surf Casting & Angling Club
- Sailability Wellington Trust (sailing for those with disabilities)
- Tai Tonga 41 Outrigger Canoe Club
- Tup Radford Intercollegiate Yachting Academy
- Victoria University of Wellington Sailing Club
- Wellington Kayak & Knee Boarding Club
- Britannia Sea Scouts (not actually home base but used regularly for activities)

In recent years, EBYMBC has also helped the following groups with the use of facilities while they rebuilt/established their own homes:

- Wellington Deerstalkers Association
- Wellington Aero Club
- Lyall Bay Surf Life Saving Club.

The EBYMBC facilities are also a core part of the local community, the clubhouse hosts any number of events for locals including funerals, birthdays (from 1st through to 80+), engagement and wedding anniversary celebrations. While there is off street parking which is utilised for these events there are also always vehicles parked on the road as overflow parking.

The current proposal also has a significant impact on the operations of Evans Bay Yacht & Motor Boat Club and its affiliate clubs. Around 1,000 members participate in activities organised by these clubs. These members come from all over Greater Wellington and often need to bring large bulky or wet equipment to and from the facility.



Events

Evans Bay Yacht & Motor Boat Club runs a number of significant yachting events including the following in the past 3 years:

- 6 National Championship Events
- 2 North Island Championships
- 3 Lower North Island Championships
- 6 Regional Regattas

This has involved participants coming from as far south as Invercargill and as far north as Kerikeri. Participants during this period have also travelled from as far away as Sydney, Perth and Japan to attend regattas hosted at EBYMBC.

The above events involved a total of 509 boats (approximately 850 participants) of which nearly 50% were from outside the Greater Wellington area. Many of the participants travelling from outside of Wellington also bring family along with them for the duration of the event, which can be up to a week.



Summary

Whilst we have really enjoyed working constructively with Hilary Fowler, and look forward to continuing this work with the project team. We remain very concerned about the effects on EBYMBC, the affiliate clubs and casual recreational users. In our view there needs to be a balance between the cycleway project and the other recreational users of this area. Simply removing all carparking without viable alternatives will have a huge impact on this important recreational facility.

Appendix 1: Parking details

Counts completed on Saturday 2 October and Wednesday 6 October 2021 by Ryan Leatham (GM at EBYMBC)

For reference to zones, please see attached diagrams and pictures

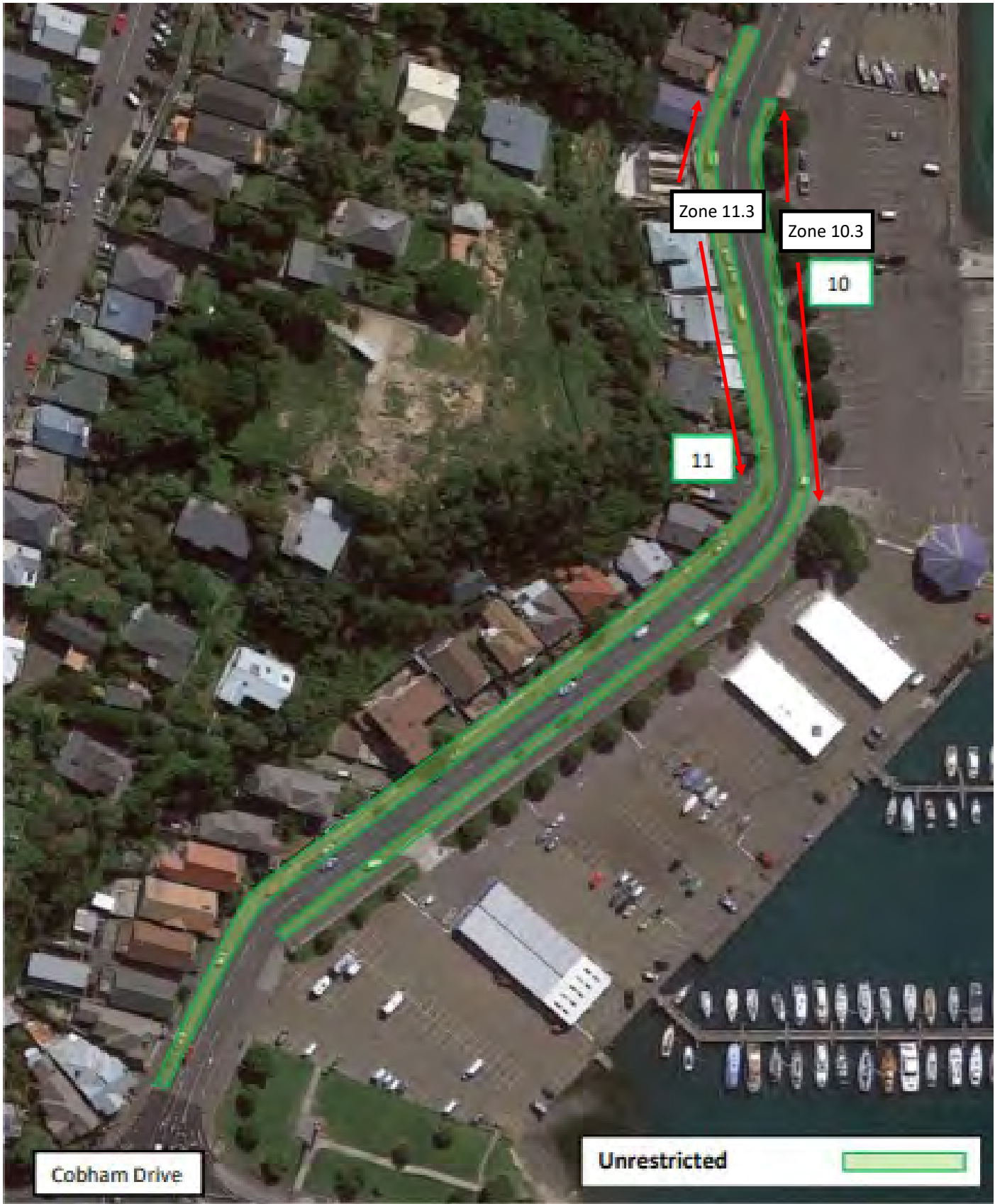
Time	Club to Boudry				Boudry to Boat Sheds				Club to Boat Ramp				Boat Ramp to CG				Other Parking
	West Zone 11.1		East Zone 10.1		West Zone 12		East Zone 9		West Zone 11.2		East Zone 10.2		West Zone 11.3		East Zone 10.3		
	Count	Occ %	Count	Occ %	Count	Occ %	Count	Occ %	Count	Occ %	Count	Occ %	Count	Occ %	Count	Occ %	
0800 hrs	5	71%	10	56%	10	111%	6	21%	13	87%	14	70%	8	89%	6	38%	
0900 hrs	6	86%	16	89%	9	100%	5	18%	11	73%	16	80%	6	67%	6	38%	5 cars without trailers in boat ramp
1000 hrs	6	86%	13	72%	10	111%	6	21%	12	80%	16	80%	7	78%	6	38%	6 cars without trailers in boat ramp
1100hrs	6	86%	12	67%	10	111%	5	18%	10	67%	17	85%	7	78%	7	44%	5 cars without trailers in boat ramp
1200hrs	7	100%	11	61%	10	111%	5	18%	11	73%	19	95%	6	67%	9	56%	6 cars without trailers in boat ramp

Wed (6 Oct) Evening			18	100%			8	29%			11	55%					32 cars parked onsite in front of clubhouse
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Notes: On the western side of the road in the Club to Boudry zone there was on average 4 cars parked off the street on driveways

Parking Zones as referred to in Count document







Saturday 2 October, 0810hrs

Zone 10.2: Club driveway looking South



Saturday 2 October, 0805hrs

Zone 10.1: Club driveway looking North



Wednesday 6 October, 1935hrs

Zone 10.1: Club driveway looking North



Wednesday 6 October, 1935hrs
Onsite: 32 Cars



Wednesday 6 October, 1935hrs

Zone 10.2: Club driveway looking South

NAME: Jane Thomassen	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

People of all ages and abilities come from all over Wellington regularly (and especially at weekends) to enjoy the water sports run from Evans Bay Yacht & Motor Boat Club including sailing, kayaking, paddle boarding, sailing for the disabled, wakas and fishing. All of these activities require gear to be brought to the Club which cannot be carried or towed without a car. What may look like parking areas at the club is actually rigging areas for these activities, so once gear and boats have been dropped off, cars must be parked elsewhere. This parking is currently readily available on the road. With the plan to remove the majority of parking in this area, you will be significantly impacting on people's ability to enjoy the harbour that Wellingtonians are so proud of. The parking that will be retained will likely be taken by residents who do not have off street parking, and even they are likely to find parking a challenge particularly when there are no side streets that are not already full. The removal of so much parking will have a serious impact on the viability of all the clubs that use the area; you only need to look at the impact to Heretaunga Boating Club on Petone foreshore since they lost their access to sufficient parking. I also have to question why one part of the Council is looking at accessibility to water activities in the Evans Bay precinct can be improved, while another part of the Council is planning to remove accessibility. Enabling accessibility to some recreational activities (walking and cycling) should not be at the detriment of accessibility to other recreational activities (on the water). This impact seems to be happening along the whole of the proposed route given the impacts to accessing Hataitai beach, and the sea scouts too. I would like to finish by saying that I am not anti-cycling, I cycle around town as much as possible including going to work. However, I am anti plans that will significantly impact my other recreational and fitness activities. Find another solution please.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative

Living with mobility or accessibility issues?

Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Adding cycleways may encourage some more people to commute, but I think the marginal increase will not be as significant as other options such as Dunedin's example of electric buses.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Important

How important is it to have a connected and complete network of biking routes across the city?

Neutral

NAME: Alex Dent	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Don't know
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: H Bythell	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

You're making it dangerous to even drive that way. It's so over the top the road effectively becomes a one way street. There was already enough walking and riding space, without wasting all this money that would've been better spent on other necessities for Wellington. You don't listen or care what people who live here say, unless it's what you want to hear. This survey is just a tick box exercise.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Because the bulk of people dont transport themselves around the city by walking or riding. Public transport is diesel and a joke after what council decided. Cars are still the most efficient way to get anywhere around

the city and region. There was already a walking and riding space there, you're effectively just wasting money on a huge expensive unnecessary upgrade.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Richard Velvin	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Council are to retain or increase the number of carparks for use. Removing these car parks will negatively affect local businesses. There will be a net reduction of existing visitors to Hataitai Beach, Evans Bay Yacht Club, and Marakesh Cafe etc. Sure, there may be a slight increase of cyclists who may or may not actually stop at these locations, but this increase in cycle users who also stop to attend instead of just passing through is negligible, as overall there will be a much greater reduction in existing users as the majority of users/visitors drive, and without car parks, they will be unable to continue to visit. Instead of just saying they "consulted", Council should actually take into account in their design that the beach goers, residents, business owners, and the Yacht club do not want this cycleway. Council haven't given consideration to those who need those car parks. By removing these car parks, this proposal has a significant negative affect on existing users: beach users, kayakers, cafe owners, residents who do not have sufficient off-street parking (or for their visitors), and the local Yacht club which needs multiple parks for their races.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

There may be a slight but negligible reduction in emissions from extra people cycling to work, but some of those users likely already use public transport such as bus. People who were afraid to cycle to work would then have the infrastructure. However, existing users will now have to drive further to get to a beach that they can park at. The next question is misleading - the new cycleway will make it dangerous for pedestrians, particularly for small children as the cyclists are now on the footpath right next to them with no physical separation.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?	How important is it to have a connected and complete network of biking routes across the city?
Low importance	Low importance

NAME: Pablo Gomes Ludermir	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Mike	SUBURB: Kelburn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Lillie	SUBURB: Houghton Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

getting more people off the roads and onto the cycle path will have benefits for the planet, traffic and people's health

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Stephen	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It will link up a strategic cycling corridor for recreational and commuter cyclists.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: nicole gaston	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More people will walk & cycle. I just rode my bike along this path yesterday and was delighted to see the number of people walking and cycling!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Anton Beliakov	SUBURB: Broadmeadows	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Thomas Goodman	SUBURB: Mount Cook	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Am concerned that people who are used to parking along Evans Bay Parade will park on the bike lane unless there is sufficient physical separation to prevent them from doing so. Would also like to see improved connected from the cycling path to neighbouring suburbs e.g Hataitai and Kilbirnie -perhaps extend the cycleway down to Rongotai Rd?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Sarah Vernon	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

I am part of the Britannia Sea Scouts whanau - we used the boat shed 5 days out of 7 in term time and there are over 50 families involved in the group. Safety of our tamariki is important for drop offs and pick ups and the proposed parking does not allow safety for this. We do not want our tamariki having to walk where they cannot easily be seen from the scout hall and we want them to be able to get in and out of their parents cars safely. We spend Sunday afternoons sailing and sometimes require boat trailers to be parked outside. The proposed changes will not be conducive to the leaders being able to provide this for our tamariki. I support a combined cycle and walking footpath, but there has to be more parking for the more permanent recreational users.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

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How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

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NAME: Raquel	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I am happy to see the bike lane coming together - it is so important to get a safe lane separate from pedestrians and cars. Thanks!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It will make easier to bike in and out from the eastern suburbs into/from cbd.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Alastair Macfarlane	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Marine Pomarede	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

The cycle lane should be on the pavement (i.e. not on the road). There should be a clear distinction between the pedestrian lane and the cycle lane. There should be enough space for everyone to cross each other and/or overtake. There should be several safe pedestrian crosses to maximise the opportunities of local residents to use the new pedestrian/cycle lane. There should be enough ramps for bikes to come on and off the cycle lane and cross the road (mainly for residents). There should be some parking spaces dedicated for disabled people. There should be enough safe bike parks so cyclists can lock their bikes and go for a walk or go to one of the cafes/restaurants in Greta Point. There should be green spaces / trees/ plants/ bush to make the lane nicer. There should be enough signage for road users to know where bikes are likely to come on and off the cycle lane.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Cycling on the road in Wellington can be scary and stressful. With safe cycle lanes and CONNECTED cycle lanes, more people will cycle around as they will feel safer but also more confident.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Jay	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Looking at the image shown on at the pedestrian crossing before the cafe, the image appears to show a VERY tight interface between vehicles heading south and north. Assume this is an error but it does concern me. This would stall traffic, the opposite of "lets get wellington moving".

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Don't know
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

A waste of time currently pouring more and more money into cycleways when we need to deal with the flow of traffic NOW. If you were to do a survey down Lambton Quay, I'd say there is a similar view from the majority of Wellingtonians

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: R Johns	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Think about the people who need to drive their cars. Taking away 131 carparks is a stupid idea. Where are those people now going to park. Also the one lane pedestrian crossing is not going to get Wellington moving. It will slow traffic down. I have mobility issues and need to drive my car and i dont ride a bike. Are the bike riders paying for any of this. Most of the time they dont even ride on the cycleway. Also how are emergency services going to be able to get through this road if you narrow the lanes down. How are people who want to use the beach who cant walk or bike going to be able to use this facility. Keep the parks.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Very negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

It wont change anything until the buses are all electric. We had an electric bus system and you got rid of it. These buses are the biggest polluters in Wellington.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Katy Cottingham	SUBURB: Wadestown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

Please consider the recreation area around Evans Bay Boat Club and the impact of the loss of carparks on those users. Brining a kayak or a paddle and boating gear by bus or bike is not overly practical.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: David Abercrombie	SUBURB: Other	ON BEHALF OF: Yachting New Zealand Inc	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The biggest implications for the EBYMBC users relates to car parking. The club and their members use a large number of roadside car parks. The current proposal will see the following happen: - 60 car parks (that is all car parks) will be removed from the seaward side of the road between the Clubhouse and the old entrance ramp adjacent to the Coastguard building. - 21 car parks (75%) will be removed on the seaward side of the road between the Clubhouse and the northern end of the boat sheds. This will leave only 7 parks outside the club sheds (5 unrestricted and 2 P10 drop offs). - 29 car parks (~50%) also being removed on the western (residential) side of the road between the Coastguard building and the northern end of the boat sheds. - So, a total of 110 car parks (74%) are going to be removed within 250m in each direction of the Clubhouse. This also doesn't take into account the approximately 30 parks that are being proposed for removal from Hataitai Beach, placing further pressure on the remaining parks. In summary, if the proposed removal of carparking goes ahead then recreational activities that take place from the EBYMBC facility (and wider area) that require users to bring their vehicles, boats and equipment to the club precinct will be significantly disadvantaged. It is simply not practical to have to bring ones sailing boat and equipment/kayak/paddleboard/waka/fish to be weighed, or windsurfer down to the club on a bike or the bus. Losing the proposed number of carparks being proposed will have a marked and detrimental impact on the daily operation of the EBYMBC, their affiliates and casual recreation users of the area. In the past three years, the EBYMBC has hosted many significant events, many of which are important to the sailing community and to supporting Yachting New Zealand: 6 National Championship Events 2 North Island Championships 3 Lower North Island Championships 6 Regional Regattas These events have welcomed participants from as far south as Invercargill and as far north as Kerikeri. Participants have also travelled from Sydney, Perth and Japan to attend these amazing regattas hosted by the EBYMBC. The above events involved a total of 509 boats (approximately 850 participants) of which nearly 50% were from outside of the greater Wellington area. Many of the participants travelling from outside of Wellington also bring their families further contributing to the flavour of the event and to the economic benefit of both the club and Wellington city. If the proposed changes take place the club will most certainly struggle to host events and club sailing.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative

Driving vehicles/or riding motorbikes?

Neutral

Living in the area?

Negative

Working/owning a business in the area?

Negative

Living with mobility or accessibility issues?

Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Keeping cars off the road will no doubt have a positive impact on Co2 emissions but removing carparks from beside the EBYMBC will make no difference to climate change

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Nikolas	SUBURB: Johnsonville	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Enabling more people to use environmentally friendly methods of transport

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Ryan O'Connell	SUBURB: Other	ON BEHALF OF: Switched on Bikes	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please use Stop signs instead of Give Way signs for high use driveways to make sure drivers take a moment to check for people on bikes and walkers. (Niwa etc) Is there a possibility to include off-street public parking close to Hataitai Beach? For example at the Wellington Cadet Centre or Evans Bay Yacht Club if the land is publicly owned? According to google maps, it's only a 4min walk from the Yacht Club to Hataitai Beach. The 'Slow Zone' at Greta Pt is good. Can we extend the slow zone or reduce the speed limit through other busy or congested parts of the route where there are exits and likely to have people crossing the road. This might also be helpful if the design results in fast cyclists (30-45km/hr) using the road rather than the bike lane (think busy sunny days with recreational riders riding slowly).

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Because connected and safe biking and walking routes in combination with good public transport result in people finding it easier and more enjoyable to walk, bike or bus. This route once connected will also be part of a popular recreation area to ride for families- if kids have a good experience biking around their city they're more likely to continue to bike into adulthood.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Kaye Foran	SUBURB: Te Aro	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Offer a safe means of commuting. Will also be a popular recreational riding area to encourage people to greater bike use.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

NAME: Matt	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: .	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

currently cars dominate - it is a beautiful area, one of the few flat bits around (see lots of kids trying to play and learn to ride) and also the only alt route to the city if you don't want to walk/ride through the tunnel. I ride a bike, and refer to the area currently as "the murder bit" because of how unsafe that stretch is. These changes will encourage much better shared use. I also know many in the eastern area who are planning to ride bikes once the route becomes safer

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

so many ppl want to ride bikes along that route but don't feel it's safe with the current road layout

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Josh Wright	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

We need to reduce car dependence !

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Rebecca Downes	SUBURB: Houghton Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Improved cycle, bus and pedestrian access means fewer people in cars

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Lauren Vargo	SUBURB: Northland	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

More accessible to ride bikes and walk will reduce emissions. But much more needs to be done for a 'very positive' impact.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important

NAME: Jared Scarlett	SUBURB: Johnsonville	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

As someone who frequently bikes around this area, honestly this cannot be done quick enough. While the work done to date is fantastic, the current situation of having cyclists heading northwards repeatedly have to cross both lanes to come on and off the cycle lanes is extremely dangerous. Especially as one of the exit points puts bikes onto a bend making it more difficult for cyclists to see traffic behind them as they try and cross two lanes. The current unconnected lanes simply cannot be left as they currently are.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

The single biggest deterrent to many people wanting to cycle more is they do not feel safe biking on wellington roads. Providing safe corridors is a great step in the right direction to providing safe alternatives.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: James Rossington	SUBURB: Thorndon	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Emily Beausoleil	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Creating the infrastructure that makes biking safer is going to incentivise biking in significant ways - which helps safety, it helps emissions, it helps wellbeing. Please build the infrastructure, so we can bike safely and bus easily in this city!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Isa	SUBURB: Mount Cook	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

500

NAME: Daniel Clarke	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Connections from the bike path to Rata and Belvedere Rds are important for users who live in Hataitai. The bike path requires protection from vehicles attempting to park on it. Some form of barricade between the path and road is important. A comfortable footpath surface for walking and running is important for keeping people off the bike path.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Improving ease and safety of cycling along the coastline will reduce vehicle journeys.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

**Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback**

501

NAME: Bruno	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

I am strongly opposed to the proposed removal of parking spaces along Evans Bay Pde. It is clear that the council has not done due diligence to understand how the parking spaces are currently used and who they are used by. I went to the online info webinar and when the council was asked the question "What do you think the impact of removing approx 150 car parks will have on Evans Bay residents who use car parks in the proposed area?" the response was "According to our records residents already have off street parking". This demonstrates a complete lack of understanding of how the space is currently used by residents. As resident of Evans of Evans Bay Pde I can tell you that I frequently can not find parking within several hundred meters of my house. The proposed parking at Cog Park is frequently already full 24/7, used by residents, guests and people working in the area. Removing 150 parks will strongly negatively affect me as a resident of Evans Bay Pde.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

You can already ride a bike or walk from the city to Kilbirnie. The proposed changes do not affect that. Forcing electric vehicles and pedestrians on the same shared pathway makes transport LESS safe, not more safe.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Cam Vannisselroy	SUBURB: Te Aro	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

NAME: simon randall	SUBURB: Lyll Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It will actually provide a connected cycle route from the eastern suburbs into town. At the moment we have parts of a cycle route. That's not a connected network therefore it will not really make any changes to peoples choices to ride or not. It has to be fully connected from Evans bay all the way round

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Robert Cox	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

More car parking for recreational users of Hataitai beach.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Not important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

505

NAME: hadyn butler	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Great graphics showing before and after landscape - it's a shame there will be some loss of coastal vegetation, but overall I think this is necessary, and looks like a great design.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: David Reid	SUBURB: Miramar	ON BEHALF OF:	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

The intersections and on off ramps of the bike lanes are very abrupt and easy to miss. Staying on a road when there is a bike lane beside you will enrage drivers. Signage and easy cornering to on and off ramps please!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

I've seen it in many other cities. It makes a city more pleasant to spend time.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Willy Simpson	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

I strongly oppose the removal of ALL carparking on the road alongside EBMYC. This would undermine the viability of this excellent and historic community facility. Parking is needed to ensure people can use it. Sailing and kayaking gear can,Äôt be transported on a bus or a bike. Please ensure there are some car parks on the road alongside EBMYC - even if this needs to be metered to ensure it is used efficiently.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Good to provide alternative ways for people to get around

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Nikki Chilcott	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Have you consulted with the people who use Hataitai Beach 12 months a year? I am one of these people and have seen no evidence you have. Nor have the people that I have talked to at the beach. I am concerned for the significant number of people who swim at the beach from all over Wellington because of the easy access to the water with current parking, including disabled people, families and health conditions that don't allow them to walk any distance.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Mary Clare McCarthy	SUBURB: Tawa	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

We need some car parking on this stretch, so beach and scout hall remains accessible to everyone, not just bikers and walkers. Also, people who live along this stretch need some parking g. The existing footpath is wide enough in my view to allow bikers and walkers adequate safe access.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Important

NAME: Bon	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Matt	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

I think the area after the yacht club is quite wide already and there is no need to remove the carpark. This would just restrict access to people using the yacht club facility including those who participate at the waka ama club who use both on-street parking and the parking at the yacht club to participate in their activities.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

The new improved cycleway will make people feel safer in this area.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Neutral

NAME: Steve Graham	SUBURB: Johnsonville	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Dominic Hill	SUBURB: Ngaio	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Skateboarding area or a few ledges for the young ones to skate would be a big positive in my opinion as there is not a lot there apart from the small skatepark they have which is less than ideal. Cheers !

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

There is no planet b

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Andrew Robertson	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

This is the final stage of opening up our coast for walkers and cyclists. It's especially important to provide safe access to our beautiful natural environment for people with mobility issues. We need to be brave and imagine what our city could look like in 5 and ten years time instead of just doing the same as before and hoping for a better result.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

We have seen, the world over, that when safe accessible active transport options are provided, people use them. Reducing cars means reducing the climate harm.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Nicholas Cavaye	SUBURB: Te Aro	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please include on-demand pedestrian crossing lights and more analysis of where to locate additional pedestrian crossings

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Immediate reductions in GHGs if habitual car drivers reduce usage as they have more safe and practical alternatives to using their cars for short trips. Many indirect effects through health improvements and reduction of demand on NZ's health services

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Valerie Milne	SUBURB: Te Aro	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Jonathan	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Overall I support this project. Perhaps more parking could be installed next to the dog park. Please ensure that the paths have adequate width for safety and the bends in the cycleway around Cog Park are not too sharp. I support the raised pedestrian crossings, especially the one over the slip lane to Cobham Drive. It might be better to keep the Hataitai beach bus stops. The removal of bus stops will negatively impact the accessibility of the bus route.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Negative
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

the installation of the cycleway will allow more people to take casual trips on bikes without using vehicles. The removal of parking will discourage people from overusing vehicles. This will reduce transport emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Nathan	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Consider that it works why change ?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

The pollution and costs of making changes. I can't recall a time I have driven around the bays with out stop start traffic the pollution this creates and ripping up perfectly good instructive does not sense

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Dale Warburton	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Kain Glensor	SUBURB: Mount Cook	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

This looks like it will be a safe and pleasant place to cycle, which might encourage people to do so, especially those who, more than justifiably, consider riding in Wellington to be to dangerous/scary to ride in.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Steve Greene	SUBURB: Ngaio	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Safer cycling is more enjoyable. Being part of a bigger group of cyclists will be encouraging.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Ross Madgwick	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

i believe more use could be made of the footpath behind the NIWA Facilities. This would allow cyclists to have full use of existing cycleway currently shared with pedestrians past the Marrakech Cafe. An amount of work would be required but recreational pedestrians would have a much better experience walking in the area closer to the sea. This could engender much more interest in natural wildlife including the Little Blue Penguin Colony supported by NIWA. I believe that the Boardwalk could be extended easily on the Patent Apartment side of the Pier Complex to facilitate easier access to the current lower level of the Patent walkway or access from the walkway to my proposed footpath above.

Similar to my idea already submitted, I note that the dual cycleway, pedestrian way is to ne constructed across Cog Park.

I the interests of all, pedestrian should be able to view the sea on this planned development for as long as possible.

There is already a formed pedestrian footpath close to the sea on the eastern side of the Tennis courts in Cog Park. My proposal is to improve this footpath to allow enjoyment for all pedestrians. By doing this it would make the amount of Cog park used a lot smaller and utilise existing footpath. I personally have observed Orca feeding in this area and others could too.

Many Thanks for your consideration

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Don't know
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative

Living with mobility or accessibility issues?

Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

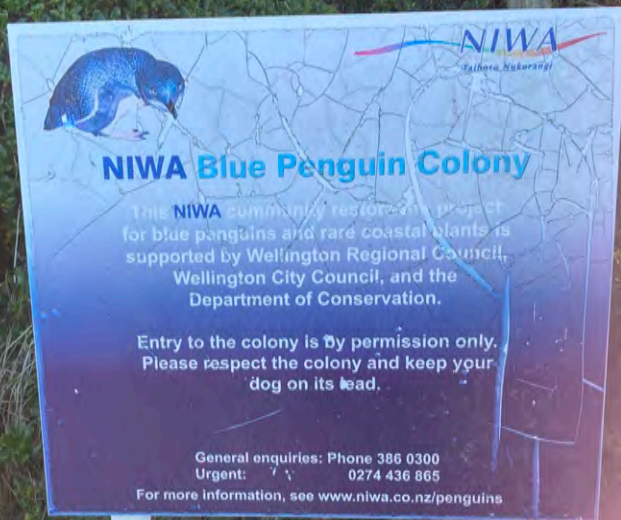
It is my belief that a number of elderly people who may be partially or fully disabled will want to access the Greta Point Café after parking their motor Vehicle. I believe the removal and non creation of additional car parking will have a Major Impact on the Business Activities of the Greta Point Café. (See Alternative proposal below). People wishing to travel to Hataitai beach from a distance will drive further to access parking somewhere near the Beach area. Parents with children attending Sea Scouts at The Britannia Sea Scouts complex will be endangered due to reduced parking necessitating more road crossing. It is hard to envisage from the Artists Impression drawing how any additional car parking can be provided to allow access to the Greta Point Cafe on the Northern side of the new proposed pedestrian crossing. A cycleway could be created on the Patent lower level by increasing its width if necessary.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Neutral

How important is it to have a connected and complete network of biking routes across the city?

Neutral



NIWA Blue Penguin Colony

THE NIWA community restoration project for blue penguins and rare coastal plants is supported by Wellington Regional Council, Wellington City Council, and the Department of Conservation.

Entry to the colony is by permission only. Please respect the colony and keep your dog on its lead.

General enquiries: Phone 386 0300
Urgent: 0274 436 865

For more information, see www.niwa.co.nz/penguins

NAME: Colleen Madgwick	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Don't know
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Robyn	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More cyclists, less driving cars.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Patrick Conway	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

It will make it easier for more people to cycle and walk

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Matt Sharpe	SUBURB: Mount Cook	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Opportunities for signs highlighting the areas history, particular the Māori history of the area.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Robert	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Better cycle routes will always encourage less road emissions imo

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Benjamin Burkhart	SUBURB: Newlands	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Comments from other about car storage might have to be taken with a grain of salt. There's lots of parking capacity at the marina, which is Council-owned land.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

People in buses and on bikes produce far fewer climate relevant emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: William	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I fully support the changes, even motorists will benefit from reduced speeds that will result from removal of the flush median. Although on road parking will be reduced, this area is not short of off road parking around the EBYMBC, launching ramp & marina.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

increasing walking & biking will result in reduced motor vehicle use. This is the last link in the route from the Miramar cutting to the waterfront.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Paloma Sen	SUBURB: Woodridge	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

There could be places on the walkway where it was sheltered so people wouldn't get drenched, but that depends on the cost and space of the walkway.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Because people are attracted to new things, so with something new in the city, many people will go for walks and reduce their vehicle use for a short while; when looking at it long-term, many people may not care, but this increases tourists and less driving around for many locals.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Henry Bennett	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please consider skateboard/rollerblading/longboarding. This is a popular and great way of getting about the city, especially along the water front. It is important not to have loose bark/shingle/dirt right alongside paths that could be dislodged onto the pathways as this can become a really serious hazard for those commuters because of the small wheel size. Also the smoother the concrete, the better too :)

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Anything to help people want to use modes other than car have to be the way forward, there's no other option as populations grow.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Jonathan	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Ensure that the bike lanes are delineated/separated from the pedestrian paths so people on bikes can travel at speed. Bike lanes must be designed for people of all abilities INCLUDING those commuting who want to ride at 30kph. This is especially important if the traffic lanes are being made more narrow.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Less cars = less pollution

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Jamie McMahon	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please consider skateboarders who will be using the shared bike path. We would like to see skate friendly designs incorporated without detracting from anyone else's experience. This could be simple such as banked planters that can be carved on, or ledges which are skate friendly.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

You are incentivising people to use cycle/walk/skate which saves carbon.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: McLeish Martin	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Not letting one vocal stake holder - Greta point cafe - ruin it for everyone else.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Mode shift and options supporting that are needed.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

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NAME: Garth Bates	SUBURB: Aro Valley	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Rob	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Having buses stop off the road when they are picking up and dropping off passengers. Making it mandatory that cyclists use the cycle Lane instead of ignoring it and riding on the road as they currently do for completed sections of the cycle lanes on Evans bay parade

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Slower movement of cars, more stop and start of cars equals more emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Important

NAME: John	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Don't prioritise people transiting through over those whose homes are in the area. Residents deserve some consideration and don't make our lives a nightmare because some council member wants to ride there bike along the water front.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Telling people you can no longer have a car because your house does not have off street parking is ridiculous. The reality is the public transport in wellington is not adequate and getting worse. The option to go pick up groceries without a car is not realistic. People need cars, reducing there use is good, but what do

you do with a car that is not always being used... it has to be parked somewhere. Taking away parking does not solve that problem.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Emma	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION:
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

I have concerns about the number of parks that have been removed. A number of houses in this area do not have off-street parking because they are up on the hill. The scout hall also requires some space for parents to drop off and pick up their children and their equipment. Hataitai beach is also a very popular spot in summer. I also have concerns about the widening of the road. Cars and trucks already drive too fast on this stretch of road, treating it as a race track, cutting corners and crossing the center line. I believe widening it will only cause drivers to drive even faster. Between Belvedere Rd and Hataitai beach there are a number of residents who do have off-street parking but require some road space to access their garages, i.e. enough room to pull over to unlock their garages and wait for a break in the traffic before being able to pull into their garage. Or some space to be able to back out. I also have concerns that there is no room for an emergency vehicle or trades person to park outside any of these houses. I would like to suggest that the section of the road between Belvedere Rd and Rata Rd be kept at the same width as it currently is with the aim of keeping more of the parking available.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

This is a stupid question, of course reducing emissions will have a positive impact!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Low importance

How important is it to have a connected and complete network of biking routes across the city?

Low importance

NAME: Sam Perry	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Wow great ruined with such poor designs. Noticed there is a 100m section around the Hataitai beach and up to the boat club with practically no parking. Probably lost over 50 parking spaces. Have the designers never seen this place in summer? It wall to wall swimmers and cars. I guess you will need to drive further to get to a beach you can access. Pity the poor residents. I hope none of those people ever need a plumber or electrician or an ambulance, cause there is no where for them to stop and park. Not very well thought out!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Want to access the sea scouts or Hataitai beach or any of that area then prepare to be disappointed. You will need to drive further to find a beach that is accessible. Great thinking!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Jason	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The stretch between Rata rd and Belvedere rd will go from 70 parking spaces to 5 + 2 10 min ones. I see no options for residents, their guests, trades people, or workers. There are several properties with no off street parking options. Even if you are fortunate to have a property with parking there is no safe spot to pull over to open a garage, or drop off a passenger or manoeuvre a car into a garage. The wider street will also encourage cars and trucks to drive even further over the speed limit.

I would like to provide some feedback for the webinar for the 29th of September.

Specifically the section between Hataitai beach and the boat club, it was mentioned that there will be 5 parks without time restrictions and 2 with 10 minute restrictions which will cover the parking needs. This is actually insufficient given that there are at least 5 properties without off street parking and multiple properties with more than one family or rental sharing where multiple cars are expected. The 5 parks will be constantly occupied. Not to mention it completely takes away the ability for residents to have visitors or trades people which will need to be close by for a full day or two.

It is worth looking at the current use of the parking opposite the scout hall. During the day time there are currently 6-10 trades mens vans for most of the day and generally a larger truck making regular drop offs of heavy materials. The plans proposed have no way to accommodate that.

The comments regarding prioritising traffic rather than parking completely miss the point that all the cars using the road are parked somewhere. For residents, our parking is on the side of the street, just like 90% of Wellington's other residents. We would like to still be able to use our vehicles and be one of the users of the roads. More so, when we do take public transport or walk or ride, it means our car is parked at home. If you take away parking for residents, where are we going to store the car when we are on the bus or bike?

While some houses have garages, it is not practical to park our cars in the garage every time we come and go from the houses. And even if we did, each time we'd be blocking traffic for minutes while we try to get the car parked in the garage. Some of the garages are 100 years old and cannot easily accommodate current vehicles, even the smaller ones like I own. It is also required to pull over safely, open a garage door and wait for a suitable break in traffic to maneuver a car into the garage. This proposal has the traffic running up to the footpath and does not allow for any safe usage of the garages.

Please reconsider the parking for residents, we don't just park on the road for fun, it's essential to have adequate parking and crucial for lots of needs.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Negative
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

You want people to stop using cars but provide no place to park the cars you don't want them using. You removed bus stops and cancelled services on an already poorly serviced bus route. The proposal encourages wider streets for higher vehicle speeds and less safe options for pedestrians not on the seawall side.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

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NAME: Kair Lippiatt	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Keep bus stops, don't increase parking. Walking path should not be concrete as it's too hard a surface to walk on

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Much safer walking, cycling especially if micro mobility is kept away from walking routes

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: leslie	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

If you destroy the parking in the area, you cannot access the recreational opportunities that Evans bay offers. Going kayaking, sailing, are transport issues for the bus, as you cannot carry your yacht on the bus ! Bus young kids are issues for parents joining the Cubs and Scouts. Taking the family for a swim at Hataitai beach is suddenly hard to do. Ample parking needs to be available to encourage people to recreational activities fro the health of the people. The marina area provides little opportunity for parking, as this is already taken up with Camper vans, Coastguard, and power boat trailer parking. Think for a minute how big the Kilbirnie park events are as starting and finish venues. The hundreds of participants in Evans Bay sailing regattas. Bikes are not the only form of recreation, so please think about recreation as a broader idea than just bike and walk.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Whilst you may discourage the use of private vehicles at this time, remember that we are heading toward electric vehicles in any case. thereby contributing to the goal. The so called "City's Goals" are not to destroy recreation generally for the pursuit of one singular idea.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Low importance

NAME: Phil Brownlee	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Kelly	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

The lack of parking near the boat sheds will impact the scouts group, the youngest members cannot be left for an hour without a parent being present too so the 10 minute spaces are not adequate and I envisage the non restricted spaces being taken by the residents who are going to be severely impacted by these changes. I would also worry about the speed that cyclists might be going on a dedicated path compared to the shared path arrangement now as people are exiting the boat sheds. I am a cyclist myself and so I fully support the installation of a better path but I do worry about how the changes will impact the businesses and community groups that use this area.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

I think it's great that the infrastructure is being improved to encourage more people to cycle and walk rather than use their cars. The paths that have already been completed are a great improvement to cycle on.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Important

How important is it to have a connected and complete network of biking routes across the city?

Important

NAME: Andy Davies	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

I am writing as a local who happens to be a scout leader not as an official response from the Scouts NZ or Britannia, but The Britannia Sea Scouts have been in Evans Bay since 1927 on that site. Over the years 1000s of families have passed through, at the moment we probably have about 50 - 60 families with children that go to scouts or guides at the scout hall, many have several children attending at different levels, our scouts start as young as 5 in the Keas section. Completely removing parking from cog park to the marina will cause us real problems in terms of children getting to and from scouts and guides as our hall is right in the middle of that stretch. Between Keas, Cubs, Scouts, Vehturers, Rivers, Sailing Days and tge Guides there is a meeting usually 6 days a week at the Hut. We will also have real difficulties when we have to load gear etc. in and out if the hall for things like camps and regattas, a large part of what we do. We already have bikes passing on the shared path but I do worry that the increased speed likely on Seperated lanes may also put our smaller scouts (keas 5-7 and Cubs 8 - 11) at more risk as we come and go and head off to activities in the area around the hall (It's the little ones that do this - the older ones are probay a lot safer around fast bike paths and spend a lot of time in the boats not in cog park, Hataitai Beach or treasure grove). I ask you to consider the impact these changes will have to our group that have been part of this community for over 90 years. It's not just a matter of inconvenience of you remove access by motor vehicle, it may completely stop some of our activities and will put our smaller children at increased risk.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Joe Ede	SUBURB: Te Aro	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I assume you will be getting the normal rhetoric and loud noise from a small amount of nimbys who think this will be disastrous for their area. Please look at this objectively and see how many people will benefit and will BE SAFER from these changes and help promote car free travel. It aligns with both local and national strategies so please dont be swayed by loud passionate voices of what they perceive the outcome might be and follow what the majority of people want, locally and nationally. The results of this survey will be swayed by the passion the nimbys have, please take this into account.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Wellington is a giant cul de sac with everything in reach without the need for cars that are bad for the environment.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Brian Andersen	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Consider speed limits on the cycleway in the 25 to 30 kph range outside of morning commuting hours and all weekend. I am a recreational cyclist and use the existing cycleways at least three times a week. I often see competitive cyclist riding at unsafe speeds on the cycleway, especially on the section adjacent to Cobham Drive. I have witnessed one collision between a speeding cyclist and a preteen child. The cyclist abused the child for not "keeping his line" and rode off. I think high speed cyclists should be using the road. Other NZ cycleways have speed limits.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

More people will cycle rather than use private vehicles if safe and convenient cycleways are available.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Kay	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

Losing parking and slowing down traffic will cause frustration for drivers and mean that lots of people who are not fit enough to walk or cycle will lose enjoyment of the route

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Low importance

NAME: Joanna Laurenson	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

We need to focus transport investments on the movement of people, not the movement of cars. We should be prioritising sustainable active travel modes.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Emma Osborne	SUBURB: Vogelstown	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Don't know
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Will make it easier to travel safely using low-emissions transport like walking, running, biking or scooting. Design is to a standard that means there is a connected cycleway accessible to nearly all people who want to ride and is connected to places people want to travel from and to. Building off-road cycleways of this quality makes biking a realistic, safe choice for many people of all ages and riding abilities.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Rachael	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

It's a narrow stretch of road around the hataitsa beach bend why does the bike path have to be so wide, perhaps it can slim down a bit and keep rhe car parks. I love taking my kids to hataitai beach and it's a destination I have to drive to as with a lot of others . I cannot bike with 2 kids and beach gear/baby/kid gear nor get the bus. This also goes for elderly who frequent the beach for swimming. I'd you take parks away you are taking away a the ability to access this area for a lot of people which is so sad. Bikes can merge for a few hundred meters, there is no need for there to be a two way bike path all the way.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

People will still attempt to drive and wait for car parks.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Mark Randall	SUBURB: Wellington Central	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please pay especial attention to crossover areas (bus stops, crossings, bike access to side roads) to ensure a safe and clear path for all user types,

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Alex Sawicka-Ritchie	SUBURB: Oriental Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Allow enough width for two people to walk side by side (factor in lamp posts) which was not allowed for at the beginning of 'new' works up to point jerningham. Bike line should be continuous along 1 side of the road and avoid share pedestrian/bike space.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Providing safe space for cyclists to get to and from the city.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

NAME: Charlotte	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

Don't take car parks away from Hataitai Beach, so many families use this little beach as its calm & sheltered, you need to think about everyone using this area

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Don't know
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Ian	SUBURB: Ngaio	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

The proposed changes are aimed at encouraging more use of public transport (which should equate to less cars), and at making movement easier for both those on bikes and those on foot. The net result should surely be more people on bikes, walking, and taking public transport - ie less people in vehicles

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important

NAME: Harry	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Not ignore feedback for once from the general public. Also try doing proper cycle lanes like they do in Amsterdam etc

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

This isn't going to stop people driving - people don't bike when it's raining and windy. Try actually finding public transportation to make it appealing AKA make the buses show up on time.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Laura Cosgrove	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Taking car parks options, too big area for cycling that it is never used then bring problems and pressure for people living in the area to park their cars

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Very negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Instead of taking unnecessary area for cars to park - it would be better to promote electric cars and electric buses -

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Cho Chan	SUBURB: Te Aro	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The age concerns, the group of senior residents in the area reliance on cars, those who are less able than the cyclists need to get off their car and get home in a shortest possible walk.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Park cars do not have carbon emission. WCC should consider ban car driving down to Evan Bay Pde except residents.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Low importance

I write to oppose to remove of most of the on street residents parking in order to have a cycleway.

In favour with one segment of the population

WCC is not considering a group of Rate payers (residents) in order to favour another minor group (cyclist). Everyone has the same right to use the road not one particular group ie cyclist. Residents who park their car on the street are also road users. Residents in Evans Bay Parade mostly likely are rates payers. They have the rights to park car on the road if not more than the cyclists.

Mental Health Senior Residents in the area

I wonder whether WCC has considered residents on Evans Bay Parade will have visitors calling in particular the seniors- a population has mainly forgotten - they may not be as mobile as the cyclists or the younger population. They reliance on cars. Their friend may be seniors who visit when visit their relatives and/or friends may need to drive as they are more relevance on cars. They would park their car on the road as closest as possible to their friends/relatives place in order to visit them, as the seniors may not be able to way a long way or to cycle to the place.

There are mental benefits for having friends/relative visiting or to visit their friends.

No Safer – by removing cars

To remove car parks on the road does not provide cyclist a safe cycleway. In fact moving cars and traffic are dangers to cyclists and walker.

Cho Chan 021780898

NAME: Phil Williams	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The almost total lack of parking in the area means that people will not be able to get to the area to have a walk, go sailing or kayaking,(bring your boat on the bus ?) Well that cant happen! or visit a business in the area, particularly impacts Hataitai Beach swimming, Britannia Sea Scouts, Kupe Canoe Club, and Evans Bay Yacht and Motor boat Club. Its all very great for the bicycles but that really is about all.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Because there will be many hold ups in the traffic while people are dropped off then the car taken somewhere to park then return to pick up. You really have not thought it through!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Scott Dudley	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Tailoring needs to the majority (vehicles) not the minority (cyclists)

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Chagan	SUBURB: Maupuia	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Stop westing hard ern ratepayers money for those idiot greenies

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

People will continue using cars

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Penny	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Peter Ramage	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

runners prefer to run on softer asphalt surfaces, while cyclists prefer the lower rolling resistance of concrete. the paving materials of the footpath and cycle way should be reversed.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

space is being reallocated from car storage to the efficient movement of people, in line with existing WCC policy. However, the city-wide package cycling and public transport infrastructure changes already agreed on risk being unnecessarily delayed by ongoing rounds of consultation.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Emma	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

In general I agree with the cycleway, it will be a great asset. However, I believe more investigation could be done for the section from Belvedere Rd to Rata Rd to come up with alternative solutions that don't involve removing all the carparking. This section of the road includes beloved recreational facilities for water-based activity and for people from a wide range of ages. Vehicle access is often required, let's face it, even a simple afternoon at the beach with 2 children presents a challenging amount of supplies, let alone some of the Sea Scouts equipment needs. I'd like to suggest a wide, dual purpose (walking and cycling) footpath on the seaward side of the road for this section. With the aim of retaining more, if not all of the current car parking. I am imagining this would work in a similar manner to Oriental Parade around the beach. I believe most of the time there would be plenty of room for all involved. Even during peak beach going season (Feb & Mar, usually between 12-6pm) everyone would share the approx 200m section of footpath.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

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How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Peter Barlow	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Need to get complete routes done as soon as possible as opposed to intermittant work on project.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

The city needs to be pepole not measured based on vehicles in the city parked. Individuals need to have the opportunity to walk run and be fit should they want to. A healthy city leads to a healthy nation.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Merran Bakker	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It's vital that we make it possible, safe and attractive for people to choose cycling and walking around the whole urban area so it's important to finish the full connected route.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Peter Barlow	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Ensure all cycle lanes are in fact cycle routes fully connected

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Need to get the general public to move from motor vehicles to public transport walking cycling. Healthy lifestyle from 5 to 105 years.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Greg Bond	SUBURB: Crofton Downs	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

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Feedback

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NAME: Luke Hiscox	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Not really - the separated bike path needs to happen!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

We need to be biking more - this encourages that.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: David Gurr	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please plant trees along the redeveloped area. A small cost will improve things for people - and the environment.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

People endure the expense and inconvenience of driving polluting automobiles because other alternatives are unappealing. Making these improvements will change that and I anticipate a major take-up of bikes etc.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Paul Wavish	SUBURB: Northland	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The removal of car parking in this area will undermine the viability of EBYMBC. On days when we sail - there is no parking available at the club (because the area on the premises is used for rigging boats). We have sailors coming from throughout the Wellington region with substantial amounts of sailing paraphenalia. There are no realistic public transport alternatives to travelling by car.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

The changes will reduce the number of people travelling to EBYMBC by car, but they just won't go to EBYMBC and may switch to less environmentally friendly activities.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Neutral

NAME: Julie	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

making it easier to walk and bike

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Michael Petherick	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

This is one of the most significant bicycle lanes in the city both for commuting and recreation. Please prioritise cycling and pedestrians. The existing plans look great!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Prioritisation of bus, cycling and walking.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Fran Denton	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Create a safe space for biking to town. Rather than driving.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

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NAME: Oliver O'Connell	SUBURB: Lyll Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Lower the speed limit

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

More people on bikes and walking

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Jane Westaway	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The list of those who've been consulted does not include swimmers, Hataitai Beach, the deck and changing rooms are very important indeed to people who regularly swim here, often throughout the year. Many of them, like me, are older women and men, and the accessibility of good swimming here is vital to our physical and mental health. Many, again including me, must travel here by car. I am 73 and live near the Basin Reserve. The beach is just 7 minutes drive from my home. If the ability to park here easily is compromised by taking more than 100 carparks away, myself and people like me will be very distressed. Just because we're not an organised group does not mean we don't matter. Please consider our needs too!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Don't know

Why do you think that?

My understand is that a good many of those supporting the cycleway are recreational cyclists, and do not use their bikes as daily transport. So the emissions savings are impossible to calculate.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Neutral

How important is it to have a connected and complete network of biking routes across the city?

Neutral

NAME: Matt Davies	SUBURB: Ngaio	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Improve access and safety of active transport modes.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Ben Carroll	SUBURB: Oriental Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Any improvement to the cycling infrastructure will mean improvements to other road users and also pedestrians in the area. More bikes = fewer cars = safer faster journeys.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

To take action against climate change we need to switch to active, carbon neutral ways of getting around the city. Cycling is a no brainer to that regard, but needs the required infrastructure to make it safe and enjoyable.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: B	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Yes, I am wondering if you ever have considered how seniors, families and people with disabilities will use the proposed changes? how families with little kids would be able to walk, or bike in this cycle lane when 80% of the days we have strong wind around bays ? how do you think they would use public transport when most of the weekends they have to wait around an hour to take a bus? considering that families mostly go to these areas during the weekend. Wellington transport is not good enough and you are not making it better for suburbs. How the seniors will get there? by bus ? by bike? by walking? seriously? it seems this proposal is for young strong athletic people and the others don't matter. I wish you could share some of the thoughts behind the proposal so we could have a better understanding.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Because you are not actually reducing the number of people using cars you just put more cars in H1 which has heavy traffic and produce more CO2. The public transport is not good enough to be able to encourage people to use buses at the moment. families need to use their cars not everyone is able to bike or walk long distances, especially with children. I bike to work and I know how difficult is to bike around the bays when the wind speed reaches 40 (most of the days in Wellington). Also, a very small group of people can/ willing to afford Ebike so they keep using their car regardless.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

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NAME: Anthony	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Basketball court in the park would be awesome and a much needed upgrade

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Don't know

Why do you think that?

If adding speed bumps, that increases emissions by more revving after going over. Hopefully a few less cars.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Jaron Wilson	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Not removing car parks. My parents are old and spend time at Hataitai beach. We don't want to lose car parks

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Wellington is hilly, we need cars. Stop forcing this down people's throats

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Lawrence Ball	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Safer riding = more riding = less cars = less emissions. As a car driver I also support it to have clear segregation between bikes and cars on those roads

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Ailish Neyland	SUBURB: Johnsonville	ON BEHALF OF: as an individual	ORAL SUBMISSION:
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The aspect of the proposal that removes all parking around Hataitai Beach. This will essentially cut of a whole section of Wellington from accessing and using the beach if you don't live in the area, and particularly older people and young families. I grew up swimming at that beach and it is still one of my favorite beaches to swim at, even now that I live in Johnsonville. In the summer this beach is always humming and full of people swimming, kayaking and paddle boarding. This proposal would put barriers up, making it harder for everyone to have full access to enjoy this beach, which I think would be a mistake. I think there are viable alternatives, such as rerouting the cycle way around the water's edge to leave street parking available, or to create replacement parking for users of the Hataitai Beach. I think this could be a great proposal, which would benefit all, if an alternative like this was put in place. Please reconsider the aspect of the proposal that removes all parking around Hataitai beach.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

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How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Jude Chittock	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

We need more constructed cycle ways so that people feel safer biking to/from work rather than driving.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

**Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback**

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NAME: Alex Dyer	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I fully support this project. It would be unconscionable to not complete this important connection for people riding bikes. Some thoughts on how to improve on the design: Help out boaties and beach visitors Please work to mitigate the reduction in on-street parking. There's lots of parking capacity at the marina, which is Council-owned land. There needs to be more physical segregation from the roadway to stop vehicles from parking on the path. There is also great opportunity to see a continuation of some of the nice treatments used on the Cobham Drive path. Bollards or similar may be needed in some locations. There's some missing connections to Hataitai. Please provide obvious ways for getting to and from the new cycling path to Belvedere and Rata Roads. The footpath shouldn't be hard concrete.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

It will enable more people to ride bikes and refrain from using cars. It's not the most we could hope for in this regard, but a very solid effort.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Aarron Chittock	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

It would be worth considering adding diagonal or parallel parks between 376 - 382 Evans Bay Parade. If the bank above the dog exercise area was retained and stabilised, levelled and then sealed additional parking to offset lost parks could be attained in that space.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It will facilitate an even flow and enjoyable walking, cycling and scooter experience into the city in what is an awkward area for cycling especially. Due to uneven surfaces and non separated areas for both bikes and walkers. Taking away yet another barrier for the city to eastern suburbs connection makes it all the more

appealing to give it a go using more sustainable types of transport to commute all while enjoying a refreshing scenic view the entire way. Losing some parking spaces in the area also makes a otherwise driver to the area consider "should we just bike over there?" type of question.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important



Area to consider retaining, levelling and sealing to gain extra parking spaces to offset spaces lost

NAME: Joey Sauer	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

It would be great to ensure the cycle lane is as physically segregated as possible, motor vehicles have a tendency to encroach otherwise. The beach needs to be accessible - there is a large marina area that seems to be fairly derelict boats and could be a car park potentially. There needs to be better connections to HAITAIAI as presently, once you arrive on your bike at Cobham Drive it's confusing and dangerous and I normally resort to cycling on the footpath. The footpath should also be a more comfortable surface than concrete.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Encouraging as many people to cycle as possible will of course decrease personal vehicle use, ergo creating less carbon.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Sam	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please have clear separation between bike lanes and pathways.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Craig	SUBURB: Churton Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

So removing car parks for the very few people that might use a cycle way. When cyclists are not using in the first place..

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Very negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Putting in a cycle way isn't going to make people use it. Just make life harder for everyone else

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: John Hopgood	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Less congestion is only a good thing.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Tim Leamy	SUBURB: Newlands	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Encourages more people out of cars and using alternative transport, because it is safer for cyclists and more efficient for bus users.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Nathalie Leamy	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

This is a flat area so close to the city, it makes total sense to encourage mode shift. Most people would be able to safely walk, run or cycle to town for work or to Kilbirnie/Miramar for shopping. More reliable public transport will cater for those who can, use active transport.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Sheila Mottram	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Have you ever counted how many cyclists use this road? I counted 6 from Kilbirnie to Oriental Bay on Saturday afternoon!!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

We HAVE to have cars. I'm 80 years old & cannot walk very well nor ride a bike. I find getting on & off buses very difficult too but I can go anywhere in my car

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: Joey Shannon	SUBURB: Roseneath	ON BEHALF OF: Eastern Active Streets (EASt)	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Is there anything specific you would like us to consider when looking to make changes to the area?

Improving connectivity to Hataitai and Roseneath While the new paths will provide good connections into Miramar and Kilbirnie, there is limited safe connectivity into Hataitai and Roseneath due to inadequate crossing points, poor sight lines or lack of safe onward connections (especially SH1 at Cobham Drive/Wellington Road). Within the scope of the immediate works, we suggest consideration of the following changes: -incorporating some form of cycle on/off ramp into the intersection design at Maida Vale Rd, Rata Rd, and Belvedere Rd, to assist cyclists accessing or exiting the Evans Bay Parade cycle paths at these points. - At the Evans Bay Parade/Rata Rd intersection: reshaping the road corner to remove the dangerous bend and provide greater visibility of northbound motorists for those wishing to turn from Evans Bay Parade into Rata Rd. - At Cobham Drive/SH1 Wellington Rd, the only options to access the southern end of Hataitai are to ride onto SH1 (which already feels unsafe), or to ride illegally on the footpath to connect to Hamilton Rd. The proposed design removes the Advanced Stop Box for the turn into SH1, further reducing cyclist safety on this connection. Please consider retaining the advanced stop box. Although not necessarily within the scope of the proposals, to achieve full value from this investment, we recommend additional works be considered to improve connectivity into Hataitai and Roseneath. Given the steepness of Rata, Belvedere and Maida Vale Roads, the most viable approach would likely be the creation of a shared path along SH1 between Evans Bay Parade and Hamilton road, possibly extending onto Hamilton Road. There may also be scope to improve connectivity through major upgrades of the current walking paths to Rata Road or Treasure Grove to reduce the grade. Some solution here seems required in the medium term if Hataitai and Roseneath residents are to have meaningful safe access to the growing network of cycle lands in the Eastern Suburbs. Safety improvements - Poor lighting is an existing problem in this area, particularly for pedestrians/runners using the existing footpaths at night - the area is dark and does not feel safe. Moving the pedestrian path further back from the road at Greta Point will further exacerbate this as pedestrians are isolated and can no longer be seen by passing cyclists and motorists at night. Please ensure adequate lighting along the length of the route, for both pedestrian and cycle paths - Crossing points - the Evans Bay Yacht Club driveway is already a dangerous pinch point for pedestrians, cyclists and motorists. Suggest incorporating red path markings and a flashing exit sign (as used outside Spotlight on Hutt Rd). - Where pedestrians and cyclists are not fully separated, adequate signage will be essential to indicate that all users need to show courtesy and be aware of their surroundings. These users already come into conflict on the existing stretches of shared path where not all are aware of the need to share the space. Particular care should be taken to signage and path markings around Hataitai Beach, Britannia Sea Scouts, and the Evans Bay Yacht Club exit. - We support the proposed slow zone between NIWA and Hataitai Beach. Parking In general, we support the parking changes proposed. We note that while this will impact some residents and recreational users, we believe that there are sufficient options retained in the area in the overall design. Adequate time-limited parking should be retained and actively enforced to allow recreational users such as Britannia Sea Scouts (as well as users of the tennis courts, park and kayakers etc accessing Hataitai Beach etc) to move gear and boats to and from the hall. If the council determines an

increase in parking is necessary, you may wish to consider adding limited angle parking for beach and recreational users of the area using the reserve space opposite Hataitai Beach. The current reserve is shaded for most of the day and virtually unused by recreational visitors or residents. However, it does not appear that there is scope to add additional street parking without materially compromising outcomes for walkers, cyclists public transport users or car drivers using the roadway for movement. Supporting infrastructure for active transport It's great to see more bike parking already being installed at Hataitai Beach and more in the draft design. A bike repair station, ideally at Cog Park / Hataitai Beach would be appreciated.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

These changes clearly contribute to these goals. A connected network of active transport infrastructure is a must-do if Wellington is to achieve these goals. There is simply no path to achieving these goals in the long-term that does not include providing infrastructure for a wider range of transport options. The need for this work, and others like it, to achieve these goals is self-evident.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Trudy	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

NAME: Tessa	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

The voices complaining about the loss of parking spaces are going to be loud. Please ignore them. We're in a climate emergency, and any work to increase walking and cycling is worth the investment.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

You're providing safe alternative modes of transport to people living between Miramar, Kilbirnie and the city.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Lav semu	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Bikes is not the only transport people use and not everyone can afford or own a bike. Id like to think the council would invest more in something anyone and everyone can use without having to buy a bike. This is only benefiting cyclists. Whst about the disabled? People/ families wanting to use the beach but no close parking.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Very negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

As stated not everyone can afford or own a bike some simply choose not to ride one as they may want to save time by using a bus. Cyclists hardly ever use bike lanes that are there now.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Sangita	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Biking is not only the recreational activity. I love biking but stop wasting tax payers money on cycleways.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

First there us no reliable public transport and not safe to use public transport at night. Also you can not carry everything on bus and bike.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Not important

NAME: J. Abbot	SUBURB: Aro Valley	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

No.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

It encourages individuals to have confidence to use alternate forms of transport in safety.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

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NAME: Mark Derby	SUBURB: Lyll Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Wiebke Heise	SUBURB: Northland	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

A lot of people think biking is dangerous unless on a bike path separated from the road. So maybe there people will dare to get on a bike.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Stephen	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Just get it done - a safe cycleway and walkway is critical for this stretch of coastline - one or 2 businesses shouldn't decide whether cyclists should live or die.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

If you make cycling and walking safer - more people will use bicycles (and walking) rather than car, substantially reducing emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: James	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I would like to see more protection for the bike/ped areas (e.g. bollards), and infrastructure to enforce lower speeds and discourage private car use (e.g. road narrowing, speed humps, lower speed limits). Today's vehicles are too large. The overview's language of 'encouraging safer speeds' is too wishy-washy when lives are at stake.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It will encourage more people to use active transport, and make the route less appealing to car drivers. Choking off the flow of traffic around Oriental Bay to Hataitai would also encourage people to take public transport to/from the city. Currently it is convenient to run around the coast.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Robyn	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

The cycle paths are very high and completely impractical for cyclists to get onto from the road (without having to cut across traffic and come to a stop to lift the bike onto the cycleway), can you make it more practical for cyclists to get on/off - that is why you currently get negative feedback about cyclists not using the cycleways and still being on the road. It's too hard to keep getting on/off the cycleways, & that is why the cyclists are on the road still

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
Working/owning a business in the area?	
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Anything to increase uptake of cycling has to be positive.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Claire Penn	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Don't know
Using the bus?	Don't know
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Wellington committed to electric buses & got rid of the old electric buses. The new electric fleet failed to materialise & old diesel buses were brought in instead, this is hardly climate friendly, the running of buses has so far be appalling, you now want everyone to cycle & walk, we, it, it's not really a city designed for ease of access & weather conditions are regularly appalling. Not everyone can afford the luxury of e bikes or cargo bikes. And the buses are usually cancelled & worse for the climate than an electric car or regular car.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Jay	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Because it's easier and safer to ride/scooter around the bays

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

NAME: Rory Kilmister	SUBURB: Tawa	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

car parks for sailing near the yacht club

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Very negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

It will not change the fact I need vehicle to get to sailing, but I suspect it will take longer to get there meaning more emissions for my trip

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: Sheena Kilmister	SUBURB: Tawa	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Your proposal appears to put those riding bicycles above all others. My son sails out of the Evans Bay Yacht Club and we volunteer. Your present plan does not allow for parking in the area. On a sailing day the few parks we have at the yacht club become a rigging area and for health & safety no vehicles are permitted in the grounds and currently we park on the street. All these parks are being removed in your plans. On a sailing day we are at the club from approx 10am till 5pm much longer than the proposed P180 parks will allow. From a safety prospective dry gear gets locked in the car when out on the water which will be difficult if there is no where to park in the vicinity. It is not practical for us to come on public transport with the equipment required. Our Yacht club recently celebrated 100 years, we have been having some very well attended regattas bringing people form out of the region to come and sail at our club, I feel this will be effected if we become the yacht club that is inaccessible due to lack of parking. I note you say this plan "works for everyone". As it stands at present I have to disagree.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Don't know
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Don't know

Why do you think that?

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How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Michael Kilmister	SUBURB: Tawa	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

I feel the removal of car parks is going to restricted access for some people that have poor mobility or live out of town and could affect businesses Removal of car parks will also severely affect sailing at Evans bay in the weekends.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

I feel the proposed changes will discourage people from the outer suburbs from using the area as it will not be cost effective or convenient as a family

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Raja Dahya	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

You are always assuming these changes will increase numbers for walking and biking. It won't. It will make it easier for pedestrians and cyclists. But it won't change the numbers. It will increase inconveniences for all other transport. Spending big money on the minority

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

These changes won't change people's mode of transport. Personally they only positive change you will get from me is that I will be discouraged to go out and spend money locally and therefore it will impact local

businesses negatively. I have already stopped eating at Courtenay place because of the recent increase in parking charges. I was a regular before that.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Important

NAME: Gareth Smart	SUBURB: Wellington Central	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Very Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Encourage bus and bike over private vehicles

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Harvey Livschitz	SUBURB: Aro Valley	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

educate pedestrians on walkway/cycle path use

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

cars are one of our main sources of carbon emissions and traffic congestion is an ongoing and increasing problem, any plan to reduce pollution without addressing traffic is a farce.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Ewan MacMaster	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Road transport emissions are a significant percentage of our emissions, and we should tackle them. The steps proposed are moderate rather than extreme and so the impact on emissions will be a necessary part of the larger picture.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: PETRA PARKER-PRICE	SUBURB: Lyll Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Sam Pavan	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

More bikes, less cars. If you make space for people, people will use the space.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

less motors = less emissions

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Guy Shaw	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Hamish McIntosh	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More people will bike if cycleways are safer. Some people may choose to walk or bike to these areas instead of driving if there are less parks

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Carol Fortune	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Less cars

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Adam Burtnick	SUBURB: Lyll Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please build more quickly. The ongoing endless delays on the other part of the route make it much more dangerous for cyclists. Get it done!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Stop global warming

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

620

NAME: Tom Finlay	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Fewer fossil fuel burning trips

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

**Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback**

621

NAME: James kinsella	SUBURB: Lyll Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

It makes sense that this works is completed to join up the existing excellent pieces of infrastructure failure to do this would make the rest of the project much less effective and a giant white elephant

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It allows safe off road cycling, walking and active transport from the start of the eastern suburbs all the way to the centre of the area linking two excellent pieces of recently constructed infrastructure

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Nevena	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Separating the walking and biking paths when they are next to each other with something that's slightly raised e.g. planters or a short step, so that walkers do not wander into the bike path like they do in the rest the biking path alongside Evans Bay. It doesn't need to be very high, just enough that they see it.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Don't know
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

As someone who would bike if it was safer, I more and more people will bike if we create cycle lanes. I plan to do so when the cycle lane is completed.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Mark Johnston	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I fully support the changes. The change to add a crossing point to the Cobham/Evans sliplane is well overdue as this corner is optimised for vehicle speed at the expense of pedestrian and cyclist safety. I would like to see people on bikes and on foot prioritised along the length of the new route - where there are driveways leading into properties or into the marina car park (for example), these should be well signed and motorists should give way to people on foot and on bikes.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

This is a missing link in the cycle network. Filling in this missing link helps remove barriers to people who would like to ride to or through the area but currently do not find it comfortable or safe to do so.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Darryn Doriguzzi	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Try to make it clear the differentiation between cycleway and footpath. When the cycleway is full of people walking, then cyclists go on the road

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

We need to provide safe spaces for active modes of transport, and change the car reliant mindset that is stuck in everyone's minds

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

625

NAME: Klare Braye	SUBURB: Island Bay	ON BEHALF OF: Britannia Sea Scouts (and EBYMC)	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

yes

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Don't know
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

Section two - The proposal

Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?
including street layout, bus stop, pedestrian crossing and landscaping changes

support Support Neutral Oppose Strongly oppose Don't know

The walking biking pathways are a fait a compli, so I am not going to comment extensively on the design of this as such. Despite being a cyclist, and their being some great aspects to cycle ways, the whole stretch from oriental bay is exceptionally hard to navigate (as a runner, walker, cyclist and driver. It is not clear where cyclists are meant to cross, there is no scope for getting back on the track when you are on the road and miss the on/off ramps, it is challenging for sight seers/those not on a one way directional pathway, so in general, whilst I support the concept I do not support the structure and design. I also has specific concerns and some suggestions about aspects of the current design and the considerations the local facilites. I would also like to express concern that whilst, as a local organisation we where specifically consulted, which at the time felt like our concerns were heard, it has since felt like a tick box exercise, and am very disapointed.

Please note that I am writing this submission as both an independent person and as the Group Leader for Britannia Sea Scouts advocating for the 100 tamariki, rangatahi, kaiarahi, and their whānau. These are youth that are finding their way in life, growing from the connections and guidance of our volunteer leaders and in turn learnign some skills and positive attitudes. This is a group that has been based among the boat shed for many decades and is the last remaining local group after two of them had folded over the years. I am also a volunteer helper at EBYMC.

Section three - Changes for different users

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?

Very positive Positive Neutral Negative Very negative Don't know

Using the bus?

Very positive Positive Neutral Negative Very negative Don't know

Riding bikes?

Thinking about recreational rides (kids & adults) and people commuting to/from the city

Very positive Positive Neutral Negative Very negative Don't know

Recreational users?

e.g. people sailing, kayaking and swimming in the area

Very positive Positive Neutral Negative Very negative Don't know

Driving vehicles/or riding motorbikes?

Very positive Positive Neutral Negative Very negative Don't know

Living in the area?

Very positive Positive Neutral Negative Very negative Don't know

Working/owning a business in the area?

Very positive Positive Neutral Negative Very negative Don't know

Living with mobility or accessibility issues?

Very positive Positive Neutral Negative Very negative Don't know

Section four - Proposal feedback

Is there anything specific you would like us to consider when looking to make changes to the area?

Parking

The proposed parking adaptations will not meet local needs. It will be mayhem when our tamariki and rangatahi are picked up, dropped off or at session.

- There is insufficient local parking which will result in unease with people who are not residents
- the proposed 2 parks of loading zone of 10 minutes is not adequate to accommodate the collection of up to 30 tamariki, or local tradies
- the proposed parking availability will not accommodate our leaders who bring resources to the hall to support youth development. As group leader I am concerned that anything that makes volunteer mahi harder will reduce the number of volunteers available
- the proposed parking does not accommodate for rangatahi bringing their sailing gear
- the proposed parking will not allow for the movement of boats between facilities
- this will all be exacerbated during the summer when the beach, tennis courts and park area are in use

Possible solutions:

- I am not sure what the requirements are for parking for day care. Is two parks of loading zone the same to accommodate staff and parents? Can some review be carried out to ensure the same or similar?
- Whilst not ideal at all, being over 500 metres away from the hall, there is considerable parking beyond EBYMBC and before the Coastguard. Can there be assurances that this will not become metered or paid parking and that we (parents, leaders, members) can continue to have free access to this.

Safety

The proposed cycle way will increase risks for our tamariki and rangatahi and for users of the path:

- children will be dropped off on the corner or be need to walk in a range of weathers and dark across roads, or along the path to the hall from their parks – often carrying gear.
- Whilst this is a two way path for pedestrian and cyclists, it does assume movement in one or other direction. As a youth group, we do not typically transit the area in this way. Scouts, parents and leaders will come out of the hall and need to cross the pathways. My biggest concerns around this are for the younger sessions with tamariki who quite frankly will not be aware and/but who will arrive at commuter travelling time with cyclists who are on a mission. The other at risk time is Sundays when families are more typically out. Already this is challenging to manage and will only get worse.
- Cyclists will travel too fast along this route

Possible solutions:

- Ensure adequate lighting along from Greta Point to the Coastguard

- Provide signage of children crossing/need to slow down – both on the road and the cycle way – noting that this is often out of hours. Perhaps the red flashes across the pathway akin to the bus stop areas.

NAME: Brent Robinson	SUBURB: Glenside	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Clear delineation of pedestrian vs wheeled traffic.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

With people having a much safer option for cycling especially and walks/runners having separation from riders, I expect usage will remain the same, or higher

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Roger	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Yacht club to Cobham Drive parking spaces for about 50 cars on both sides (down from about 132 spaces) This will impact Yacht Club members, as our only parking available is street parking, carrying gear for hundreds of metres to the club is not improving our experience much. :)

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

There's an incentive for people living in the area, but coming from other suburbs to enjoy the waterfront will be difficult as parking will be limited

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important

NAME: Ross Petherick	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Neutral
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Roads are for moving people, not for parking of private vehicles.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Cycleway consultation

I wholeheartedly support the new cycleway. I do have some slight concerns that I feel could easily be addressed to ensure it is as safe as possible for all users. Also, I have some suggested improvements to alleviate concerns re loss of parking. And I have some comments on things that are currently out of scope of the project. These are as follows:

Concerns:

The entrances to facilities on the seaward side of the new shared pathway (Greta Point housing, NIWA, the Evans Bay Yacht club, Evans Bay Boat Ramp/Marina and Self-Contained Camping site) should ideally be “raised platforms”, so that vehicles exiting these locations are forced to slow on exit. Also, try to ensure that sight lines as CLEAR as possible at these entrances. Maybe adjust fencing at the entrances to improve sight lines of cycles and pedestrians crossing at these points.

A specific entrance that could be adjusted is the northern entrance to the Evans Bay Boat Ramp. Currently this is opposite #468, but considering moving this slightly further north (yes I know, that the Yacht club land, but surely something could be accommodated). Doing this moves the entrance further away from the curve in the shared pathway to the south, which currently is a blind spot. My thoughts are that moving the exit to be opposite #464 could improve this.

Maybe there is a chance to consider making the road through Geta Point Housing area AND the Evans Bay boat ramp/marina area ONE WAY. This would lower the number of 2 way entrances and exits across the shared pathway.

Where the new Shared Pathway cuts through cog park, maybe consider some low fences to mitigate children playing on the grass area from inadvertently running into the path of cyclists.

The area adjacent to Hataitai beach is of big concern to me. On a busy summers’ day, this footpath area can currently be VERY busy with beachgoers, including lots of kids. I feel there needs to be some separation between the cycleway, and the footpath in this location. Maybe consideration could be given to looking to install a boardwalk or seawall and pathway on the seaward side to facilitate a wider space. Especially given people will have to park slightly further away and walk to and from the beach.

Improvement Suggestions:

Car parking near Cog park and Hataitai beach between Rata Road and the Patent Slip. With the cycleway cutting through park in this area, the current parallel parking could possibly be converted

to diagonal parking to increase the number of parks on the beach side of the road. This would mitigate the loss of parks nearer to Hataitai Beach. Noting that this parking was to be time limited to encourage turnover of parks.

Car parking near the dog walking area near the Patent Slip. For both local residents and dog walkers visiting the park, I would like to suggest that ALL of the grass verge opposite the houses at 376-382 Evans Bay Parade be converted into diagonal parking. Maybe a selection of these parks could be made non-time limited, to allow local residents concerns re removal of parking to be addressed.

Included in the design needs to be the provisioning of a number of “ramps” between the road surface and the new shared pathway. This will facilitate people getting on and off the cycleway along the route. These need to be long and smooth so as to allow cyclists to use these at an angle when riding. One area in particular would be near Hataitai beach. On a busy summers evening, allowing commuting cyclists heading from the city southward on this route to be able to safely merge onto the road surface whilst they pass the beach, then back up onto the shared pathway around the corner near the boat sheds..

Additional Considerations

I know it is out of scope of this project, but I feel this section of road, with the number of houses and facilities along its length should be converted to 40kmph at a minimum, and even areas near the beach converted to 30kmph. Especially with the road being narrowed to accommodate the width of the new pathway, and the number of curves in the road that introduce blind spots. I would like a review of the speed limit to be added to the scope of this work.

The southern end of the pathway where it meets Cobham Drive. The current plan does not acknowledge the missing link through to Hataitai and the Mount Vic tunnel. I cycle from Strathmore to the CBD EVERY day, but on days where it is windy (eg over about 20knots), I always avoid riding round the bays on Evans Bay Parade, as it can be a REAL struggle into the wind especially around some of the exposed points. It gets to the point where on windy days it can be VERY dangerous. Instead, I will head via Hataitai. But to get from the Cobham Drive cycleway, to Hamilton Road cyclists have to cross Evans Bay Parade (across 2 slip lanes with 100% car priority!), and then “illegally” cycle along the footpath on the north side of Wellington Road to Hamilton Road. On the commute home on windy days, I will use the Mt Vic tunnel and then use this section of Wellington Road in reverse. I feel any designs to adjust the intersection of Evans Bay Parade/Cobham Drive/Wellington Road must take into account this missing link in the cycleway network, and changes should be implemented in a coordinated and wholistic manner. Noting that the footpath on Wellington Road would then be addressed later.

NAME: Nicolas Vessiot	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

**Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback**

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NAME: Julian Morton	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

1. Drivers crossing into EBYC have the potential to cut off and cause injury to people riding in the bike lane. Suggest judder bar for any crossover and for crossover to be one way. i.e. one crossover for entry and a different one for exit. 2. Parking for Hataitai beach, for Sea Scouts and boat sheds problematic. Additional parking (to offset the parks lost) could be at the side road near cog park, or the park opposite the beach which is rarely used, or at EBYC. 3. Riding from Hataitai to the evans bay, the most likely crossings are at SH1 or Rata rd (Belvedere is steep). My kids often use the footpath at SH1 and it is not well protected nor marked or ramped for crossing the slip lane to evans bay (a few close calls by cars who don't indicate). Some improvements on these connections so they are safer to cross would be good.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

A minority of drivers will complain heavily, but they don't realise that moving people to active transport reduces road congestion and reduces the cost to society (less infrastructure, better health outcomes, and less non-productive time). The argument that roads will become more congested for this project is nonsense as the same number of traffic lanes exist.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important

NAME: Christopher Holland	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Creates a save space for active transport. Shows the city cares about the safety of cyclists and pedestrians.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Corinne RIVOALLAN	SUBURB: Wadestown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

...

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Peter Nunns	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I think you should get on and do it - whenever I bike or run around the coast this is one of the pain points, and it would be great to see improvements linking up the two existing cycleways and walking paths in the area.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

At the moment this is a critical missing link for cycling, running, or using mobility devices through the area, and fixing that will make it possible for more people to shift to those travel options. The bus changes also seem like they will make those journeys faster and more convenient.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Lyn Murphy	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It will give more people the possibility to get into the city from the east in more ways, without having to use a car.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Sharon Wilkes	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The proposal says that the plan will make the area more accessible, but it actually does the opposite. Removing car parking and improving bike lanes only opens up access to youthful, fit, able-bodied people who don't have young children in tow. Car parks are a necessity for those with young families (often the biggest users of nice sheltered beaches), mobility impaired people, and the elderly who cannot walk or bike long distances. Removing car parking will not be a good idea.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

It simply isn't practical for people who are not able to use their legs, bicycles, or buses to get around. Also, putting the bus stops in line with the traffic lanes will cause more congestion to traffic, therefore increasing idling times and therefore increasing emissions - not decreasing them.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Low importance

NAME: thomas r	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Bruce Geden	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I was project managed the redevelopment of Cog Park. One of things we put in were some low level (knee height) fences to stop cars driving on to the Cog Park grassed area. That level of protection needs to be maintained otherwise it becomes a health & safety issue i.e. cars mixing with people (children especially) on the grass area part from them making a mess -i ts not a car park. The other thing I would like to see is all cyclists using the newly created cycle paths. I am a cyclist, but when in a car or bus they completely block the narrowed roads which have made way for the dedicated cycle paths; they are there to be used. Otherwise fanstatic job!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

More options to walk & bike and much safer by having the various modes separated

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: LANCE MCGREGOR	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Do not take away car parking. We need it especially for the small businesses that need parking to survive we need parking for locals and outside visitors to the area.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Most small businesses need travelers and visitors to survive. Take away parking and no one will visit apart from locals.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Jo Copland	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The complete removal of parking close to Hataitai Beach creates too great a negative impact for many of the people who currently use Hataitai Beach - the elderly, disabled, those with small children, and those with equipment such as kayaks. Not all vehicles emit CO2, and not everyone can walk long distances. Alternatives need to be considered which will provide parking options close to and closer to Hataitai Beach so that those for whom a long walk is not possible or practical, can continue to use this safe and popular resource. In general, the area also needs more disabled parking suitable for wheelchair access.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

It is important to note that not all vehicles emit CO2, and with the Government's current subsidies encouraging uptake of EV's it is wrong to conclude all vehicles need to be discouraged per se. Likely to be positive if it encourages people to cycle into the city instead of using petrol powered vehicles. If the cycle way is only used recreationally, or we prevent fair and reasonable use of EV's and similar, I believe it will have little overall impact.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

Negative Impacts to Usability of Hataitai Beach, for

- **disabled swimmers,**
- **the elderly,**
- **families with small children, and**
- **recreational sporting activities involving kayaks, paddle boards and other equipment.**

Not all vehicles emit CO2 – EV's and hybrid vehicles are environmentally friendly, and together with cycling are the way of the future. Being able to access a beach in the pursuit of environmentally friendly and healthy recreational pursuits with say an EV, would seem to be an equally meritorious activity as walking or cycling, and should not be discriminated against.

As we strive to create improvements, we should take care not to destroy the ability for others to access and enjoy the things they love, and are currently able to do.

A new cycle way does not need to be mutually exclusive with using this beach – other ideas are needed.

Hataitai Beach is a popular, safe and sheltered beach with good amenities which, despite whatever evidence may have been provided in this study, is in fact incredibly well used for many months of the year by the local community and by Wellingtonians from all over the city.

All sectors of the community use this beach. A group of elderly residents swim here every day, year round. It is safe for small children to swim and to learn how to kayak or row; older people swim, sit, picnic and enjoy; others launch kayaks or paddle boards from here or embark on distance sea swimming.

On any sunny day, even at this time of the year, and particularly at weekends it can be quite crowded.

Not everyone can walk the 200 – 300 m from the parks available by NIWA, nor if carrying 'gear' is this practicable. The ability to park close by is important for the elderly, families with small children, the disabled and those with equipment to unload, and the inability to do so, as would be the case with this current proposal, means these groups will no longer have practical access to this beach.

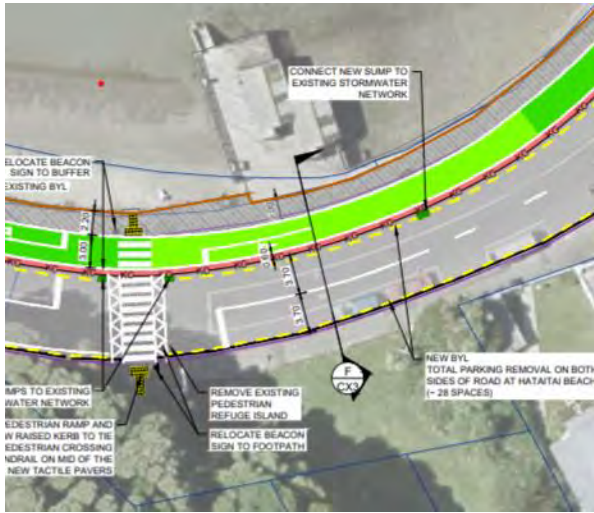
And in any case, the overall reduction in the number of parks will reduce the usability of the area for everyone except cyclists and walkers.

Suggested Solutions – for the Cycleway and Hataitai Beach

Without impacting the proposed cycle/walking improvements in any way, the following 3 suggestions would provide, at little additional cost, a solution to the parking and access for Hataitai Beach users.

1. **Area for - Disabled Parking and Maintenance Vehicles** - Between 406 Evans Bay Parade and the zig zag from Rata Road

This small grassy area is little used, and virtually flat. With a good pedestrian crossing from there across to Hataitai Beach it could provide for 1 or 2 disabled parks, or parks for families with small children (and closer practical access for the maintenance crew!)



2. **Increased Parking within easy walking of Hataitai Beach**

For only a small land use and little disturbance to trees, this curved area could be converted to angle parking, thus increasing the number of parks available within an easy walk of Hataitai Beach.



3. **Dog Exercise Area**

Similarly, for only a small land use, angle parking could be created at the perimeter of the Dog Exercise Area, whilst retaining the area for its current use. This area would also service the cafe's.

Of course, if the city has alternative places where dogs can be safely exercised, perhaps the entire area could be used as a carpark, similar to the parking near Freyberg Beach?



NAME: kathy	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Killing Wellington and people do not want to live in Wellington

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Wellington weather is so terrible and hilly and we are an aging population these changes will not suit them and also disable.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Not important

NAME: Tony	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Walking/Cycling/Bussing is not an option for most of the recreational sea activities in the area. Boating, Kayaking, Yachting, and Surfcasting all require vehicles to this location, with Evans bay being the main/only decent boat ramp in the City. Passengers of boats often need to meet there, and cannot take a 'bus' or 'bike' with fishing rods/equipment. As you may know, it's also used monthly for fishing competition weigh-ins, where many people gather with their weekends catch - also not an option to take on the bus or a bike. In summer, the boat ramp carpark is often already at capacity. Reducing the amount of nearby parks by the amount proposed is going to cause mayhem and push vehicles into the nearest (and normally narrower) streets. I for one am already thinking in my head if no parks are available, I will be parking in the nearest residential street, all day, and having the boat owner meet me there so we can unload my vehicle (with their trailer/boat in tow) as living in complete different area's, carpooling from home is not a suitable option.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

For many it will cause more driving, causing more emissions, searching for parks when undertaking recreational activity in the area. Some studies show in some cases the highest % of emissions in certain areas is people looking/waiting for a carpark.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Steffen zinkhan	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Do not take car parks away

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Wokeness is not a virtue you make it painful

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Neutral

NAME: Martin	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Consider allowing for small scale Skate / Scooter play features in some of the left over spaces created by these interventions.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Eamonn Marra	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Private transport is one of the major contributors to climate change and pollution in Wellington. One of the major reasons people don't cycle is because they don't feel safe. This would connect up major cycleways and allow access all the way to the city which is vital to allow people to safely cycle and reduce dependency on private cars.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

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NAME: Jacob van Hulst	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please listen to businesses feedback with a grain of salt, increased Walking / Cycling traffic has been proven to increase business patronage - the removal of a couple of carparks will NOT impact it.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Making alternative transport means easier and more attractive will only promote a reduction in road transport.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

646

NAME: Luke Amos	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Nowhere to park, Need to think about clubs (such as Britannia Sea Scouts & Bounty Sea Rovers), people wanting to kayak in the bay etc. They need somewhere to park

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Important

NAME: William	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Sam	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

This is make work for someone in the council, completely unnecessary as the area serves fine as it is

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Removing parks just means families will have to park further away when using the area

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Marianne Elliott	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Would be very positive if there was more of this sort of change happening, and more quickly

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

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NAME: James Leslie	SUBURB: Lyll Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Enabling more people to cycle to the city from further afield will reduce carbon emissions from ICE vehicles, and also from EV's given the amount of coal being imported to support the fueling of those EV's

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Lachlan Patterson	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Connecting up key cycling routes and making walking routes more enjoyable and safe are key for reducing our road transport emissions!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Dan Grantham	SUBURB: Newlands	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Providing safer infrastructure for people to cycle safely, while also making it attractive to walkers and bus users will mean that people are more likely to move away from needing to use their cars.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Hinrich Schaefer	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Robust physical separation between road and cycle way (more than standard kerbs) and cycle way and pedestrian way is needed to keep more vulnerable traffic participants safe. Given the high use of parking at Hataitai Beach on nice summer days the complete removal of parking in the direct vicinity of the beach will cause problems, particularly because people launch kayaks, paddle boards etc from there.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Currently, the shared pedestrian/bicycle path in this area is a bottle neck for cycle commuting into the city. Many cyclists use the unsafer road instead. That leads to more risks for drivers and cyclists.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Abha Sood	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Several accidents have taken place at NIWA entrance due to lack of visibility, especially of bike riders. Low speed zone can improve safety considerably.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Even though this action has minor impact for drivers in terms of few additional minutes of travel time, it does reduce stress for all (including drivers). Transferring from cars to bikes will reduce congestion and carbon emissions significantly.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important

NAME: TiLS	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

One-way bikepaths are preferable, from my point of view - there is inherent danger in riders going in opposite directions on essentially the same path.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

This is unlikely to massively remove CO2 but is an essential step as it will provide the necessary completion to the bike connection between Hataitai and the CBD. I would expect it to be a nice addition to the area too!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
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NAME: Susi Woelz	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Riding a bike along Hataitai beach is a nightmare in summer with people running around, cars being parked ridiculously, and no space for cycling. I hope this is being considered in the new plans.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Hopefully less cars on the street and more people moving by bike and walking.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Louise Butler	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

I agree with the raise pedestrian crossing but don't reduce traffic down to one lane, especially near the business areas. Don't significantly reduce parking spaces business in the area need to be able to accommodate staff and customers.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

There's not enough happening across the city yet to make a difference.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Samik Datta	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

The reduced parking available along Evans Bay Parade, and slower driving times (e.g. for buses) due to the narrower road.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

It will encourage more people to cycle to and from work. Having said that, I am not sure how many people are currently discouraged by cycling (e.g. I use the shared pat hat present, slowing down for pedestrians, and it seems to work fine.)

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Rowena Moss	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

This area is already very short on parking. Please add more carparks.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Geoffrey Read	SUBURB: Maupuia	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

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NAME: Joshu Mountjoy	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

encouraging more people to use public transport

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Jonny Williams	SUBURB: Te Aro	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Prioritise cycling, public transport and walking space significantly above cars. Ideally, ban all cars and motorbikes from the whole of Evans Bay Parade.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Personal motor vehicles contribute hugely to Aotearoa New Zealand's large per-capita carbon emissions. Strong leadership from the local council is essential in this regard if we are to maintain our supposedly highly 'liveable' and '100% Pure' reputation.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Caoimhghin Ó Maolagáin	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

A clear neon-signed bicycle repair-cum-rest station with pump&tools would be helpful, perhaps including a few fast charging plugs for electric bike users.....under a pacific design umbrella-like shelter with water drink faucets. Make it an info-centre with maps, visual display notice board, seating and a public wifi connection as well.....a new structure "the cog-park-bicycle-hub"?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

safer for urban bicyclists to venture out.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Shannon Craig	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Because it will incentivise modes of transport that are more compatible with reduced emissions objectives. It will also show the city is committed to making low-emissions transport safer and more accessible, rather than as a lesser priority than the safety and accessibility of private vehicles.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Meredith Lawry	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Mark Walker	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

We feel the new pedestrian crossing is not required and the loss of car parking doesn't balance the positives of another crossing when there is already the safety island. The removal of car parking at Hataitai beach is a real negative and will cause a lot of congestion and increases demand car parking elsewhere during summer. The removal of the bus stop at 326 Evans Bay is quite negative for bus users particularly in poor weather

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Removing bus stops will keep people in cars. Wellingtons weather is not conducive to cycling as a means of transport if you are expected to be halfway presentable at work.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Russel Garlick	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

We need a safe way to get people on bikes from Evans Bay into the city. Once it is safe, then more people will be encouraged to use this route on bikes.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Pamela Bell	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Flow of traffic will be impeded by the single lane system- currently the 'soft median' allows for vehicles to move around a stationary bus, as well as to pull-in for turning into the Patent Slip apartments and The Point apartments - there are about 150 cars that make movements in and out of these places at one point on the road during peak hours - removing the soft median will mean that ALL traffic stops when a bus stops, or a car pulls into a multi-unit driveway. It would be prudent to investigate retaining a type of 'soft median' at the point where the Patent Slip and The Point driveways meet Evans Bay Parade - as this is where a bus stop is also being removed (and there is spare grassed area on the Patent Slip side which is possible to potentially encroach). Best of luck !!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Safer biking is positive. Also the connected approach with the other work around Oriental Bay and the airport makes it logical to finish the bike path. Vehicles will be frustrated by the narrow lane and stopping with all bus movements and driveway access.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Christianna Yu	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Most cyclists don't like riding in cycling path. So they won't use it.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Public transport here is not developed well enough to support this idea. Some people just work very far from where they live which is very unlikely to travel with bike or scooter.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

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NAME: Mahtab Assadian	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

It is very difficult to find a car park at the moment. There aren't enough spaces. Bikes do not use the bike route, they use the road!!! as the road are narrow at the moment it causes traffic. So there is no point to remove the car parks to make the route that won't be used. The P120 car parks and decreasing the car parks has negative effect on residents.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

This road has just one bus to the city, every 30 min!!! With current public transport, it is not applicable to ask people to don't use personal vehicle. I work in Lower Hutt, for example, I cannot rely on public

transport to go to work, it makes my commute more than 3hours everyday!!! Based on Wellington weather, it is impossible to bike everyday even if people work close to the city.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Daravuth	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Leave it alone as it is

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Very negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

More people will keep on driving nearly every kids i know over the age of 16 is lookong forward to getting their first car. And Wellington will be at a stand still with more cars and no rout for them to travel on.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: Trent Hunter	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

A new skateable area made of high quality materials that will last, an example like the Riddiford gardens in Lower Hutt consisting of ledges, banks stairs etc

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Less cars on road more people using bikes etc

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important

NAME: Dawn Field	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

I feel the present pathway in this area is adequate for both cyclists and walkers. I have spoken to cyclists who refuse to use the paths already built north of Greta Point who refuse to use these paths due to walkers / runners wearing noise cancelling headphones. The new path has narrowed down the road so driving around the bays following a cyclist riding at 15 - 20kph is not good, especially with no cycle lane for them to ride in on side of road. The new pedestrian crossing right outside the apartments is not good. This is the only route for large delivery trucks and these screeching to a halt at a crossing would be pretty upsetting. Not sure whether car parks will be affected. These are vital for people living in Patent and for cafe customers. I really wonder how much thought has actually gone into the designing of this.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

If there are fewer vehicles then cyclists can ride on road . I believe they will anyway.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Important

How important is it to have a connected and complete network of biking routes across the city?

Neutral

NAME: Sam Gard	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Cathy	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Do not get rid of the already limited residential parking. I live in this area and the majority of cyclists I see do not use the already established cycle lanes. The money will not be well spent or well utilised

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

If people wanted to cycle instead of driving, they would already be doing it. Better bus services would be a better use of the money. The weather in Wellington and particularly around these bays means people do still drive to work on days with bad weather.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Stephanie RJ	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

I am strongly in support of improvements to cycling and the connected cycleway, however I think changes to be made to improve the safety of walkers and impacts on parking need to be minimized as much as possible to avoid frustrating residents and frequent users. In particular, impacts on parking near the boathouses where there are a number of properties and frequent transit by the Sea Scouts and other users who need to move gear and drop off young children. Perhaps better use could be made of the space by the yacht club or more time limited parking provided near the boat houses. I would also prefer to see more separation of the walkway and cycleway to avoid walking children straying into the pathway of cyclists. Finally, as a runner it would be vastly preferable to have a softer surface for the pedestrian path. That might reduce crossover into the cycle path by pedestrians.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

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How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Stuart McKenzie	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Carl Howarth	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Looks great. Just consider some bike sharrows on the road for fast road cyclists who may prefer to use the road, rather than risk mixing with slow bikes or pedestrians straying in front of them on the cycle path. This is especially likely to happen around Cog Park.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More people on bikes reduces emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Rhedyn	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Providing safe, seperated and complete active transport routes that are well connected to other infrastructure will insentivise more users

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Quique	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

- overall, the additional space to improve the are should be taken on the road, removing parking and narrowing the roads. The are dedicated to pedestrians and bikes is already small. Don't take pedestrian areas for ciclying lanes or shared path, reduce road area and parking. - bike lanes should be physically separated from the road and the pedestrian area. Bikes (especially ebikes) can be fast and there are lots of runners and walkers. Shared areas bike-pedestrians don't work for bike commuters and bike as a vehicle, they are just useful for su day bike walks with the kids. - include bumps, max 30km/h and other measures to make bike, bus and walk priorities in the area.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Need to be more ambitious to meet that target. - to really prioritise bikes and bus. This means you need to remove parking and make the use of the car more difficult (30km/h, close roads to cars - only bikes and bus areas etc) - 80-90% of most streets in Wellington are designed and occupied by cars. Turn that around 80% of the space and infrastructure in Wellington is designed and occupied by bikes, bus and pedestrians.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: capcham	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Just because you build bike lanes it doesn't mean people will use them. It will just cause more car congestion Wellington climate, isn't suitable for using bikes as a mode of transport. You would be better off using the money to build a low emission bulk transport system

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Fabian	SUBURB: Highbury	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Much needed change to support cycling around Wellington

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

This is heading in the right direction, but more still must be done.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Susie Robertson	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

If possible separating walking and biking where possible.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Patrick Morgan	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I strongly support the plan. We need convenient, comfortable, and connected paths linking our suburbs. Rationalising bus stops and on-street parking means more people can move using the same space. Additional suggestions: On this busy recreational and commuting route, I'd prefer segregated paths, like on Cobham Drive. Shared paths are an inferior substitute. The footpath should be asphalt rather than concrete, as some find concrete hard on the feet. We need good cycling connections at Rewa and Belvedere Rds across EB Parade. Add bike parking. Set and enforce a 40 kmh speed limit to smooth traffic flow and improve safety.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

This plan helps us meet the need to half emissions by 2030.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Andrew Gow	SUBURB: Mornington	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Just go for it! This would have been great 20 years ago but it's never too late.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

C'mon... pretty obvious.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Isaac	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Shared path rather than separated cycle lanes. Given this is a heavily used commuter route, bikes - let alone e-bikes and motorised scooters - are mixing with walking people, children, elderly and the mobility impaired, and should not be travelling above 10kph for their safety. From local experience - including on the other parts of this route - we know pedestrians unknowingly walk in the bike sections, despite paint and material differences to help visually separate them. If shared paths are created without physical separation, for pedestrian safety, these commuters will be forced to remain on the 50kph road. An unsafe environment is created for everyone (except parked or moving cars - those will be fine). Dangerous new pedestrian crossing opposite the cafe. Car parks pushed right up against all 4 corners of the crossing - which are likely to be constantly occupied by large SUVs, given they are mostly 90 minute parks - will give drivers no visibility of people about to cross the road, and pedestrians will be forced to walk onto the road to see if it's safe to cross. There are many examples of this crossing layout around Wellington - we know what outcomes to expect from prioritising private vehicle storage over the safety of people. Pedestrians walking on the bike path at the same crossing. It's obvious anyone using the pedestrian crossing will take the 'short cut' walking along the dedicated cycle way. In the illustrations, we see there may be enough room for two cyclists passing in opposite directions, but not when mixing in groups of pedestrians and opening car doors. Speed and volume of cars through the area. The movement of private motor vehicles is not impacted in this plan - ie, no 30kph limit around the bays, or chicanes, or one way traffic, or resident-only access, or really any traffic calming measures outside of a few raised pedestrian crossings.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Shared paths are unsafe for cyclists and pedestrians. Parking in this area - in particular around the cafe - is prioritised above the safety of pedestrians crossing the road. The movement of private motor vehicles is not impacted in this plan - ie, no 30kph limit around the bays, or chicanes, or one way traffic, or resident-only access, or really any traffic calming measures outside of a few raised pedestrian crossings. Why would we expect people to move from comfortably parking and driving their private vehicles, to walking and cycling in these unsafe areas?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Steve Cosgrove	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Some creative solutions are needed while some people take longer to work out how to get to the beach using public or active transport. The most obvious solution is use of the Council-owned land at the Marina.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Many people still don't realise that Covid-19 might just be a hint at the problems we will face from climate change. Each move we take to reduce environmentally damaging transport modes will help reduce the effects of climate change.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Steven Mahon	SUBURB: Newlands	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Proper separation of the road and bike lanes/foot paths. There needs to be barriers between the road.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

The changes make it friendlier for walking and cycling which means less cars.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: andy	SUBURB: Brooklyn	ON BEHALF OF: andy economical Greta Point Cafe	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Yes , fully disclose your proposed plans to scale and DO NOT remove any carparking rather look for a way to increase the parking

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

There are points of destination that most citizens wont be able to access without vehicles

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Low importance

NAME: Anna	SUBURB: Ngaio	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

I am a cyclist, and I'm very keen on the continuation of the cycle way. Two things though. One - please put a speed limit on the cycleway to ensure safety for children, slower cyclists, and dogs. Second, and most importantly, please leave the carparking spaces by the Evans Bay Yacht Club. The footpath is wide at that point, as is the road, and I don't see any issue in keeping the parking as well as widening the cycleway. It will destroy the yacht club, and associated clubs, if people with boats and boating gear cannot access parking. I both bike and drive to the club (from Ngaio) but if I'm taking wetsuits, lifejackets and other gear then I have to drive - and I have to park.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Negative
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

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How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Steve	SUBURB: Newlands	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

No, just do it already

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More people will cycle if safe to do so, cutting emissions. Grade separated bike lines make sense as they give people confidence to ride

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: John	SUBURB: Ngaio	ON BEHALF OF: as an individual	ORAL SUBMISSION:
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

Any cycle path that is interrupted and not separated from road traffic is a half hearted attempt. Put the walking cycling path along the waters edge for improved social and wellbeing outcomes and to compliment the submissions opposing this plan on the grounds of removing car parks and bus stops. Removal of car parking is definitely going to impact recreational users, visitors especially those who need to transport water sport craft to the access points along this stretch of road.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

This will not reduce the amount of cars travelling this stretch of road but it will increase the idling time those cars spend on the road.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Meredith Paterson	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Peter Moore	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The walking and cycling paths are not separated and will result in user injuries. Users do not stick to the different surfaces where this has been done with the northern section whereby my daily cycle commute is now more dangerous than before when using the cycle lane on the roadway. Parking removal will seriously impact beach access for a range of people eg. personal water craft or people just wanting to use the toilet at the changing shed.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Removing car parking will not stop people from driving. Instead it will displace parking pressure to fringe areas, impacting residents and people's regular access to nearby businesses.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

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NAME: Anita holmes	SUBURB: Lyll Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Enable more people to feel safe biking!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Natalie	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

How to get the work underway fastest

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It's a great route for cycling, and I would use it to get to work everyday - as would many others. But the gap in the existing cycle way forces me on to the road (the existing footpath is unsuitable for cycling) and the road is too narrow to safely accommodate both cyclists and buses. So I don't currently use it.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Dirk Bol	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Removing parking from a popular beach will present problems with people that wish to go.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Kath Haines	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

People will bike to work more often.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Andrew	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

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NAME: Tertuis Mostert	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Have enough space for dustbins and maybe mobile coffee shops

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Good for our health

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

701

NAME: Chevelle	SUBURB: Pipitea	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Parking for those that do not live close to the area but enjoy visiting.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

I'm not sure how this proposal will lower emissions

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Richard Clemo	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Connecting cycleways is crucial to establish safe networks which multiply ridership hugely

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Thomas O'Flaherty	SUBURB: Northland	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

The worst thing is the speed of motorvehicles and too much car parking. We need to stop this being used as a rat run into town. I would encourage a point-to-point speed camera as well as more things to slow traffic. Such as more speed bumps. I love the bus not having to pull in. Fantastic.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

This will increase cycling and reduce car usage. We did a survey a while ago and it showed that most of the Eastern suburbs desperately wants to ride but does not feel safe enough to do so.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Oscar Damerham	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Less cars, more bikes, it's simple

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Janice	SUBURB: Maupuia	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Leave the car parking alone. You don't give a toss about cars and people coming to the beach area with families! You are absolutely crazy!!!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

You think that everyone going around the city will be cycling and walking. That's absolute nonsense. You try getting a family, with pets, or an 89 year old anywhere on a bike or walking.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Mark Murphy	SUBURB: Mount Cook	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

The only thing I would suggest is a more frequent bus service, potentially involving more routes. Overall, the bus routes and frequencies seem to have been very poor since the major change a few years back. In an ideal world, a service that ran every 15 minutes in peak times (8-5) would be great.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

The safer it is, the more likely I am to cycle to work (which is along the way)

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Melissa Edwards	SUBURB: Newlands	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Ensure a physical divider between walking and cycling path - (ie a kerb step down to the cycleway) so it does not become a "shared path" (change of materials/paint is not sufficient and is unsafe)

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

easier cycling access

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Rob McGregor	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Neutral at best - while the intent is to reduce the number of cars, that isn't going to happen. Few people who live in the area, we do, are able to walk or cycle to work and the bus system isn't sufficiently reliable to replace the car. Then we have an ageing population for many of whom bikes and public transport aren't suitable.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Benjamin Swale	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

It would be great to take any opportunities to use a wide range of local plants in plantings wherever possible. It would be worth considering lesser used plants which may now be rare in this location.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Because it will encourage a much wider range of people to cycle instead of use a car, including women, children and older people. Many of these people would currently be too afraid of the traffic to use this route. It is also important as getting this right will inspire more people and help gain buy-in for other routes around the city, which will in turn reduce private vehicle emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Jaden	SUBURB: Wadestown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I am a cyclist who commutes through the area every work day. My only concern with the proposal is to have buses stop in the traffic lane as it may upset drivers who are in a rush and lead them to take risks to try and overtake without clear visibility of the oncoming lane.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Encouraging more cyclists and pedestrians / runners

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Ari	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

It does not seem logical that the bus stops are removed from Hataitai Beach which is the main feature attracting people from out of the neighbourhood. It would make sense to retain these bus stops as part of the strategy to encourage other modes of transport and lessen the load on car parks.

Hi Evans Bay Team,

I am a resident at 416a Evans Bay Parade. I missed the briefing the other evening unfortunately but have a pretty good read through the documents.

Overall I am very supportive of the intent of the project even though life for us will be made more difficult with reduced car parking. Many of the restrictions on parking, particularly around cog park and the scout drop off seem well thought out and I understand its a difficult balance.

I note there are people out there like neighbours at 414 and 414a have around 6 or 7 cars between them and no off street parking so in a more difficult position than us.

We recently built our house and have a garage at the roadside. We were lucky to get this due to being on a pretty blind corner and needed an assessment and letter from Mark Georgeson at Stantec to get it through. Parking safely in the garage relies on the turning room created in the current car parking strip. In short it may not be very safe to use our garage in the new layout.

I work in a design profession and ride a bicycle so have been observing and thinking about this area for years and have the following recommendations:

1. Large vehicles are banned from the area. Party buses, campervans and saunas on trailers are currently parked in the area for long term storage, most likely by people who reside out of the area.
2. There need to be time restrictions P180 with resident exemptions.
3. Speed should be reduced to 40km or less from Cobham drive to Greta Point also. (ideally all of EBP) This would make it safer for people that will now have to back out of their garages and parking spaces into the main carriage way.
4. Bus stops should be retained at the beach as it is the main attractor for people out of the area.
5. If not possible to retain bus stops at beach (I believe possible as technically room for widening here on hill side) walking from the beach north to the bus stop proposed to remain on the LHS requires crossing Rata Road at the intersection with EBP. This is a dangerous blind corner not very safe for crossing. A pedestrian crossing would be useful here, and useful actually regardless of bus stop removal.
6. An extra P10 adjacent to cog park would be useful for people stopping to drop off kids boats, canoes and paddleboards. Often people come in a couple of cars

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

This will encourage cycling but removing bus stops from Haitaitai Beach will discourage bus use.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Grant Petherick	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Niwa is due to knock down its building soon and rebuild. Please ask it to consider having less carparks, cycle storage, and a shuttle (e) to take people in to railway station/town.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Links other cycle routes so many more people will commute on bikes with this section completed! Safe for kids!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Cath Byrne	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Do not support pedestrian crossing outside Greta Point. The traffic is reasonably low and there is a safe crossing area available already as well as a pedestrian crossing next to the dog of the lead park

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

The flows to traffic will be disrupted. There exists already an area for cyclists. Perhaps divert expenditure for each household rate paying for a subsidy toward an electric bike. That would Get Wellington moving!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Rebecca morrissey	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

Some car parking by Hataitai beach needs to remain, this beach is used daily as a starting point to launch kayaks, canoes etc and current proposal would render this impossible. This is also one of the few Wellington beaches with good accessibility for those with disabilities, removing parking will make this access much more difficult.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Very important

NAME: Lance Cameron	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Adequate high visibility painted road markings and implementation of high visibility "bulls eyes" in centreline markings 100M either side of pedestrian crossings.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Wellington is too small to finance and implements a transportation system that will attempt to supplant private, commercial & public use of vehicles. New Zealand has as scattered population of 5 million souls - the size of Melbourne. Wellington must get its fresh water, sewerage, storm water infrastructure rebuilt ahead of the dreams of "walk and ride".

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Kenneth Dixon	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Amanda	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Accessibility for everyone and also consideration that there are 2 major access ways between eastern suburbs and city....and this is one of them. Flow of traffic is important. Parking is also a factor for accessibility and I see this reducing in your plan?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very negative
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Slowing traffic increases time in cars and increases emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Douglas Williams	SUBURB: Te Aro	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

By providing a easy flat link will make the use for bikes and E scooters more attractive, this would like the bays with the city far better.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Hannah Draaisma	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Brent	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Very negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Tracy Burke	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Don't take away the car parks. Where will people park! How will people enjoy the beach, fishing and boating facilities if they have to compete with residents who have also lost car parks

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

People will need to travel further to enjoy boating, fishing and the beach as they will not be able to visit these places with no parking. Boating requires vehicles and the fishing club requires fish to be weighed in and they cannot be carried on bikes or buses

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Jeremy Rose	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

A physical barrier between cycle and footpaths

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More people will cycle to town. More people will use buses.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Neil	SUBURB: Melrose	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

It may encourage more cyclists and dissuade car users

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Tania Neho	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

are there enough car parking spaces for locals ?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Cass	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Hamish Smith	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Some comments on community forums regarding providing more carparks around cog park for access to Hataitai beach for those with limited mobility should be considered.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

The proposal encourages mixed modes of transport which will encourage people to walk, bike and take the bus.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: george cook	SUBURB: Melrose	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Grant Nalder	SUBURB: Newlands	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

From the yacht club south the recreational use of that area relies on carrying equipment and towing trailers so generally requiring a vehicle to reasonably use the recreational facilities. If cars get push from the road they will occupy the adjacent parking by the launching ramp which then prevents boats using the launching ramp due to lack of parking. The cycleway around Greta point looks great and provides good activity separation. Adjoining to the yacht club maybe consider pushing the footpath to seaward instead of removing parking, depending on how that is done this may have a negative impact on the trailer yacht storage.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Enabling more passive land based recreation is good, parts of this plan are doing that to the detriment of water based recreation.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Alex	SUBURB: Houghton Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Ian Lancaster	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

This project needs to be completed as soon as possible to make effective use of the funding already commented to the cycleways it will link with.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

If a cycle paths are truly a network and are quick and easy to use, person will use them and no use cars. More bikes means less cars and faster public transport.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: K Walsh	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It will encourage more people to cycle rather than drive.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: cushla thurston	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Andrew	SUBURB: Tawa	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I would encourage phasing the crossing to be added across the slip lane of Evans Bay Parade to Cobham Drive early in the project, separating it from the construction of the rest of the path to complete earlier, or implementing a temporary solution (painted crossing & signage) prior to permanent curb changes if these need to be staged later. The lack of any priority or protection for crossing here feels very unsafe: especially as the angles involved mean when coming from the current shared path on Evans Bay Parade you are having to look backwards over your shoulder for cars at the same time as turning and negotiating the drop to the road / change in surface. I see adding the crossing of the slip lane as one of the best things proposed in the project, and it would be great to have it achieved sooner rather than later, as it could easily be done without waiting on the remainder of the path. Note I would also be highly supportive of going further and removing the slip lane entirely as was done on the other side of Cobham Drive - given slip lanes are universally a menace when walking or biking - which would add additional space for people waiting to cross the signalised crossing across Cobham Drive. The traffic island is already a bit small, and could become problematically cramped once the new path facilitates growth in people crossing here on foot and by bike.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Oliver Ward	SUBURB: Breaker Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More non-car options which is better for the environment

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Peter Barber	SUBURB: Lyll Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

The cycling route north of Greta Point should not entail crossing to and from the roadway.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Catherine Sangster	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Ozzman Symes-Hull	SUBURB: Ngaio	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Maybe remove a further lane of carparks from the part by Cog Park to make footpath next to cycleway wider?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Chris R	SUBURB: Karaka Bays	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I use to live near here-326 Evans Bay. Cars that approach the existing crossing often were speeding and accidentally drove through the crossing while people were crossing very often, surprised no one has been killed yet. Hopefully the new location of the crossing will mitigate the acceleration of vehicle's just after Greta Point. It always felt unsafe walking across the existing crossing. Speeding needs enforced and managed at this point.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

As soon as the bike path is open all the way from Miramar I can't wait to use it on my bike and I currently drive to work. This latest section to be completed is by far the most unsafe section for a bike user competing with narrow points, frustrated car users and cars parked. Will be so great to see this section complete.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Patrick McKenna	SUBURB: Northland	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

as someone who regularly walks, runs and cycles that route, i am strongly supportive of the principle. however i am concerned that the proposal is substandard and will actually make life more dangerous for faster cyclists who will not be safe on the cycle path but will effectively be barred from the road due to the narrower width and the known phenomen that motorists become even less tolerant of cyclists when a cycle lane is present, even if it is inappropriate to use. with e-bikes becoming common, along with sport cyclists, large numbers of cyclists are able to move at higher speeds which enhances the practicality of cycling but is not being supported by infrastructure 2.5m is not wide enough for 2-way bike traffic of the volume common along there, especially as that route has high volumes of both fast recreational cyclists and slow sight-seer cyclists. this is even more of a concern when there is no physical separation from pedestrians who routinely wander over into cycle paths. the wide buffer between the cycle path and the road is good where there are parked cars however anywhere else it just encourages pedestrians to switch back and forth across the cycle path why do cyclists have to give way to pedestrians? it is far harder for cyclists to stop and start than it is for pedestrians, both in terms of physical effort and also ability to anticipate the erratic movements common from pedestrians. cyclist flow tends to have plenty of breaks to allow pedestrians safe passage "Better visibility at driveways" is not sufficient. Kaiwharawhara is terrifying to ride along at any speed as drivers enter and exit driveways without even looking. excellent visibility is the standard to build to and add warning signs etc to alert drivers to the risks

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

the proposal will encourage alternative means of transport however the failure to cater for faster cycling speeds limits the practicality of such transport

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Pete	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Ensure high quality infrastructure is built for all users of the road corridor

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Neutral
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Fills a link in the route for dedicated walking and cycling around the bays

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

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NAME: Shane Sinclair	SUBURB: Wellington Central	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Aaron Miller	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Charlie	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Please if be aware of the residents car parks. The majority of people in the area are young family, and people flatting. They need street parking.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Very negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

For The extreme majority it is not feasible to bike to work. Drop kids off , shop. They need cars. Wellington, the prevailing wind is a northerly. I live in evans bay, 80% of the time the weather is not right for biking.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Not important

NAME: Sam Bridgman	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Having a connected network is very important to increase cycling - as then people will feel safe the whole route and use it. Ensure that the bike path and footpath is clearly delineated so the two users do not stray from one to the other

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

better cycle networks will result in more people on bikes. Gaps in networks mean the uptake wont be much

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Anonymous	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Stop camper vans and buses parking along Kilbirnie end of Evans Bay. Some people are living in them and reduces parking for us residents. Also cyclists should be fined if continue to use road rather than cycle way as hard to see on windy corners with sun in our eyes. They ride two or three abreast hindering traffic too.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

If council investing in this, it will good for people to use it as families are doing now cycling, running and walking

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important

NAME: Lesley Calver	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Is there anything specific you would like us to consider when looking to make changes to the area?

I live at 24 Evans Bay Parade which is at the Pt Jerningham end of the parade. I would like to comment on the repercussions that the enlarged bike/ped path have had on how we access our garages. The road is now so narrow that I have to do a 3 point turn to drive south. When I approach my property from the city I have to drive into Little Karaka Bay pull left into the end of the cycle lane where it comes onto the road & then turn into residents driveways in order to get back to my garage. There is no way with the speed of cars coming around the corner that I can stop in the middle of the lane once the cycle lane is completed there. I mention all this as residents in the south end of the parade being canvassed for their opinion haven't raised this as a concern. You say parking is the lowest priority - not much is done to remove the cars/vans that park up our end for months! At times there are no spaces outside our property to park kerbside. I have had discussion with drivers that live in the city & leave their cars parked outside our place often for weeks. I would like to see more consideration given to making the road wider to allow quicker 360 turning or a lay by area where drivers can pull left to allow strings of cars behind to pass before turning.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

- Walking in the area?
- Using the bus?
- Riding bikes?
- Recreational users? e.g. people sailing, kayaking and swimming in the area
- Driving vehicles/or riding motorbikes?
- Living in the area?
- Working/owning a business in the area?
- Living with mobility or accessibility issues?

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

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Why do you think that?

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How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?	How important is it to have a connected and complete network of biking routes across the city?
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NAME: Shane Sinclair	SUBURB: Wellington Central	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Tracey	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

**Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback**

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NAME: Jim Miko	SUBURB: Newlands	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The bus stop 6552 will block the view of traffic coming from the south to those attempting to drive onto Evans Bay Parade by those with boats and camper vans. That is not a good idea to put bus stop 6550 in front of the outlet from the boat launching area. In fact the bus stops are too close to the access points from the Evans bay marina and fails to take into account the turning circle of vehicles with boats on them. This failure was proven at the Owhiro Bay boat ramp when WCC engineers put a steel pole in the middle of the boat ramp out let. Both boat ramk outlets must also be widened to make it safer to see bikes and foot traffic. The other problem the WCC is providing an example of cycleway mismanagement as it is taking far too long to complete the work already in progress north of Greta Point. By the look of this plan unless the WCC introduce a better managemnet plan the cost over run will be massive.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

The WCC have failed to acknowledge that around the bays is the only way dangerous goods can be transported to the airport and Miramar. This plan makes the road too narrow and dangerous for fuel tankers to move from Wellington to the Eastern bays. The law prevents them using the tunnels and now fuel tankers are going to be stuck in long traffic jams. The WCC is not making the road safer but extremely dangerous.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Concerned citizen	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

It,Äôs actually working fine as it is - no change required.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

The proposal is uninformed and unnecessary.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

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NAME: Hugh Chesterman	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Kerbs will need to be sufficient to discourage people from parking on the sidewalk/bike path. If the street's narrower, people will want to try and park off it and obstruct the path - even though it's now 'illegal'.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Better pedestrian and cycling infrastructure is a huuuge win for the city - especially when it's connecting pieces that are currently fragmented.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Susan Hutchinson	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Help out boaties and beach visitors It would be good to see a more proactive plan from Wellington City Council to mitigate the reduction in on-street parking. There,Äôs lots of parking capacity at the marina, which is Council-owned land,Ä¶ and usually under-utilised. Ideally Council would work with the Evans Bay Yacht and Motor Boat Club to find some good solutions. Protect the bike path There needs to be more physical segregation from the roadway, to stop vehicles parking on the path. Standard curbs are inadequate to stop many of today,Äôs heavy and ,Äúfulltime 4WD,Äù vehicles. Bollards or similar may be needed in some locations to prevent people parking on the footpath. Connect to Hataitai There are missing cycling connections to Hataitai, where many people live, and with destination cafes, and schools. Consider provision for people to get to and from the new cycling path to Belvedere and Rata Roads. Make the footpath more comfortable. Making a more comfortable surface for walking and running will encourage people to use it on foot, instead of being on the bike path.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

You are promoting all the lower carbon modes with these infrastructure changes. It is excellent to see.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Asher Emanuel	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

The changes will make cycling and walking through the area more attractive options for transport and reducing emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Ann	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Plenty of secure parking for all sustainable transport vehicles and modes. GREAT quality locks (like locky docks) for bikes, and scooters etc.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

I will ride that way for recreation, socialising, shopping and commuting. I will meet friends at cafes, and shop and ride with them and my family to go to the greta point cafes. I don't do it and I may not keep my ebike - if it stays unsafe like it is.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Karla	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

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NAME: Gavin Cho	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Outdoor shower at beach

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More infrastructure for cycling instead of cars

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Anon	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

This looks one lane? Traffic through the tunnel and Kilbirnie/newtown is already horrendous at peak hours, this is the final route other than weaving through hataitai that some can divert from the main traffic These changes will immensely impact the already and forever worsening wellington traffic. I am all for widening the pathways, however no need to cut back the road so much when cyclists and pedestrians already have a means of getting to and from. As for the parks, many of them are generally always in use so taking them away seems like it,Äôs only going to make sense worse. Don,Äôt try fix what isn,Äôt broken

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Not a fan. I think it will cause more issues as a whole

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Not important

NAME: Jerome Stoebe	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Taking parking spaces away, like around Hataitai beach, will make the area inaccessible to most people. This area is fine as it is. I've ridden bicycles, walked and driven man times along this road, with no problems whatsoever. Do not remove any parking spaces!!!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Wellington is rising, just look at the shoreline signs on Lambdon Quay. Quit using global warming alarmism as an excuse to squander ratepayer funds.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Joey	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Very negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: Jason Mackiewicz	SUBURB: Johnsonville	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

safer for bikes (space away from cars) will encourage more people to cycle. good for weekend recreation. good connecting route to the city. nicer air to breathe for walkers/ runners if there are fewer vehicles

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

**Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback**

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NAME: John Seggie	SUBURB: Karaka Bays	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

I am a member of the Evans Bay Yacht Club and have a marina berth there. Access to the club is going to be heavily restricted if you go ahead and remove the number of car parks described in your proposal. Members need to be able to bring their boats to the marina and this generally requires the use of a vehicle. Personally, if access to the club facilities is quite a walking distance away this would adversely affect me. I don't believe not having a special area for buses to stop is a good idea as other vehicles will be held up. At the present time I personally enjoy driving round the bays which I don't think will be the case if I am held up behind a bus either loading or unloading passengers.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

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How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Small fish	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

<p>Walking in the area?</p> <p>Using the bus?</p> <p>Riding bikes?</p> <p>Recreational users? e.g. people sailing, kayaking and swimming in the area</p> <p>Driving vehicles/or riding motorbikes?</p> <p>Living in the area?</p> <p>Working/owning a business in the area?</p> <p>Living with mobility or accessibility issues?</p>	
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Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

NAME: Ann Seggie	SUBURB: Karakas Bays	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

When we want to go to see the sailing at our yacht club on a Saturday these proposals will make it impossible unless parking is provided close by due to mobility issues.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Don't know

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Low importance

NAME: Anthony Grigg	SUBURB: Oriental Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Endeavour to use existing public space that enables separating cyclists from pedestrians more effectively than has so far been achieved in parts of Oriental Bay and the newer sections of cycleway on Evans Bay Parade. For example, what about going around the shore side of Greta Point rather than along the existing roadway footpath? Similarly, is there any way that the cycle way could go along a small strip of the carparking area around the Evans Bay marina rather than disrupting the current footpath?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Encouraging safe cycling and the advent of electric bikes make improving cycleways a positive step to encourage people away from cars.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Alecia	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

1. Given this is intended as a bike commuter route, cyclists and walker/ runners need to be fully separated and cyclists need to have right of way when they come together. You need to be making fast bike trips as easy as possible for the commuters. Otherwise this remains a dangerous and painful route for cyclists and the goal of emissions reduction via active commute is less likely to be achieved. 2. I can see a potential issue for Haitaitai beach users if there is zero close proximity parking. You could add a 5 minute 'loading bay' type carpark for recreational users who can store car elsewhere. 3. I Support slowing traffic behind busses. At present the bus commute is a nightmare through (and from) here due to the amount of time the bus spends waiting for cars (especially when raining) 4. PT users need to be warned to watch for cyclists when dismounting not the other way around. 5. Thought needs to be given to how cyclists access Rata Rd. Doesn't look like there is a crossing planned (I haven't seen plans for Balaena bay) but I hope that a bike crossing is planned to access Maida Vale Rd as it is dangerous as it currently stands and a curb to dismount would make it even worse for cyclists). Overall will be great to have it done, but some tweaks could move this proposal from an ok cyclist commuter route to an excellent one

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Not enough good infrastructure to change habits around cycling. Not enough speed and safety for commuters. Not well enough connected to local roads for locals to (for example) send their kids to school biking in these lanes.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Alex	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Slow speed zone for entire coastal route

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Infrastructure to enable behaviour change, won't by itself improve outcomes, but will set the scene for

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Andy Jackson	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Reece Fitzgibbon	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Alice	SUBURB: Te Aro	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Keep pedestrian areas as wide as possible so there,Äôs room for both walkers and runners

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Much easier to cycle the whole way without worrying about getting hit by cars

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Marian	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Car parking for residents and beach users is important. I do not support the removal of parking. At Baleana Bay it has caused hardship to residents where I live. As a cyclist i use the road as the bike paths will have lots of people and dogs crossing. Please build the crossing at Balaena Bay. It is a life threatening task crossing the road and you have known this for years. Thanks.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Important

NAME: Jo	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION:
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Not important

NAME: Brittany	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

This route is the main route for trucks to access the eastern suburbs, with these changes you are making the road narrow and dangerous for other road users. The parts you have done are tight enough in a truck already.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

People can still bike walk etc but there is never not going to be vehicles on the road

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Jeremy	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

This is fake consultation. You have hidden details such as the removal of all parking at Hataitai Beach deep within the document so it won't be noticed. You need to consider families and children and you havent

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

People will drive further to access beaches further away that have parking available

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: James Court	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Finishing this gap in the cycle way link will make it safe and efficient for cyclists commuting. Encourage more people to bike to work and children to use the pathway. Less journeys in cars means less fuel consumption and congestion.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Saby	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Might not be apparent initially, but getting people to physically move, would have obvious health benefits in the longer term. Free health insurance for people who make use of the Walkways and biking path. And less burden on the Hospitals. Accidents between pedestrians and vehicles need to be averted at all cost.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

This is a nice initiative

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Jeff E	SUBURB: Breaker Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

A 150+ loss of car parks is extremely negative so satisfy 2% of bikers

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Wellington doesn't have the population for true mass transport

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Neutral

NAME: Christine Reid	SUBURB: Crofton Downs	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

This will severely impact (kill off) recreational water sports in Evans Bay

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Will ruin the ability to reach a valuable recreational area. Bear in mind there are disabled people participating in water sports as well as many people who require parking as public transport is not a valid option for those living some distance away (think northern suburbs and Hutt Valley)

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: John Reid	SUBURB: Churton Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

you will kill sailing if you do this around around E bay many people travel a long distance(I live in Grenada village) plus gear no parks will mean no sailing

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Don't know
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

The plan will badly impact recreation

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: Oliver Neas	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Keep the most vulnerable front of mind - those on foot or on bikes and who don't have the means to drive everyday. This proposal is good for them.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

These changes will make it safer and more enjoyable to commute by foot or bike.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Hemanth	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More People will start using e-bikes and e-push scooter on regular basis when it is 100% safe for them with road structures

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Katrina Smith	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

Please leave some car parks near the beach for people with disabilities, the elderly swimmers and people with young children, it,Äôs not easy to ride a bike or walk for these people all the time

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Don't know

Why do you think that?

Don,Äôt see how this is going to lower emissions, while I do support bike lanes and easier access for pedestrians not so many people use them daily, public transport is not being upgraded so people will still use cars

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: amiel	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

less vehicles, less carbon footprint and less maintenance on roads required with weighty vehicles, combined with increased remote working

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Dolores Hoy	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I use this route a lot as do my workmates for weekday commuting and for normal life transport by bike or walk/running. Really think its time to upgrade this route to allow good physical separation for bikes and foot traffic, and to make it an even more comfortable pleasant route. Good to see space made for mobility users where parking is kept, but with good buffer zones. I like seeing attention paid to places to linger on the route which will help local businesses as well.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

These measures will encourage people to walk/cycle/run on this route. We need the infrastructure to mitigate their safety concerns.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Daniel	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

For best separation of vehicles & bikes, the bike path should be routed along the existing path on the sea-side of Greta Pt, rather than on the road. This will best cater for the Round-the-Harbour plan. However, it should be mandatory for all cyclist to use this route, i.e. speed cyclists and commuters should be banned from using the road where a parallel cycle path exists (even if it is slower for them)

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Negative
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

The changes will be positive for the city's goals; however I think the city's goals in emissions reductions to be completely pointless.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: Richard Martin	SUBURB: Oriental Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Put up "No Cycling" signs for cyclists on the roadway. Too many cyclists ignore the cycleway and ride on the roadway, creating a hazard for themselves and inconvenience for motor vehicles. Prosecute offenders.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

People will not be converted to cycling from motor vehicles just because of the creation of the cycleways. Cycling is not necessarily a mode of transport that suits everyone.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Natasha Furness	SUBURB: Kelburn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Keep up the good focus on pedestrians and cyclists and public transport commuters! This should not be a standard alternative to going through the tunnel

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Negative
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Gives space for alternative modes of transport and makes it safe for people to try.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Carolyn	SUBURB: Ngaio	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I think it will be great - we would definitely use

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

It will improve safety for commuters, but also because of the location on the waterfront encourage recreational use by walkers/ cyclists, overall will encourage people to give biking a go, which will in turn lead (hopefully) to less vehicles

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Erin Payne	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	
Living with mobility or accessibility issues?	

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Still expect it will result in a similar number of cars using this route, as there is not significant disincentive for drivers. Perhaps this could be linked with making this stretch of road car free one Sunday a month, to allow other uses for the road like roller blading, stalls.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Andrew Robinson	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Will make it easier and faster to use low carbon modes of transport

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Christopher Dean	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

The Rata Road/Evans Bay Pde intersection is a blind corner. Turning from Rata Road onto Evans Bay Pde, it is hard to see oncoming traffic until making the turn. Turning from Evans Bay Pde (Northbound) onto Rata Road, traffic behind can follow very close and can be dangerous to cars/motorbikes that need to slow down to turn (as they might not be aware of the need to come to an almost complete stop to make the corner). This is especially dangerous for motorbikes making this turn if following traffic is not paying attention. Controls need to be used to reduce the risk of collision at this intersection. This could include a mirror to help see traffic when leaving Rata Rd, or an extension of the slow zone to include this intersection.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

The pathway from the city to the Miramar Peninsula improves accessibility and enjoyment for pedestrians, cyclists and scooters. Ideally, there should be a way to connect this pathway to the airport to allow for alternative modes to travel from city to airport.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important

NAME: Lia Moon	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Keep cyclists and families using the beach and grass areas APART! Do not take away all the car parks.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Don't know

Why do you think that?

I don't care. What we do in Wellington wi have absolutely no impact on the climate.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Not important

NAME: Leanne	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Not important

NAME: Daniel	SUBURB: Kingston	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

I feel like the process hasn't fully considered the negative impacts of the current proposal. Looking at the proposal, there appears to be a few easy changes that would strike a much better balance between users

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: j moore	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	
Using the bus?	
Riding bikes?	
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Alex M	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Not taking away all of the parking around the Hataitai beach and boat shed. We live in a flat with 6 people, we have two cars and two mopeds, we dont have any off street parking, it is already difficult to find a park in summer when people are using the beach. If you take away all the parks you take away the access to Hataitai beach and all the parks for the residents - will have to park nearly a km away from my house, lucky none of us have mobility issues. There is no parks up Rata road or any of the other roads that come off the parade. The Greta point cafe will have less business. Traffic around the bays will suck if the buses stop in the middle of the road - people take this way as an alternative to going through the tunnel so this will make traffic worse both ways. I agree with making cycling a better option, but I cant understand why the cycle land couldnt go through Cob park (instead of taking out all the parking around there) as there is plenty of space that isnt utilized and then maybe take one side of parking away from the tight part between hataitai beach and the boat club and make the footpath slightly smaller so you could keep some residents parking on the other side.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Kaleb	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Will there be residents parking? Your current plan would leave me no parking at my own house. True for all of my neighbors. 1stly we need to park, 2ndly we dont want to pay extra for this now. There is already parking shortages! I already struggle to find parks for my flat! During the summer, this will really annoying the residents. Please build me an off street garage

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

people will just use more taxis, is this truly better?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Crosby Millar	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

We live on 408a Evans Bay Parade and with 2 cars we have issues finding parking close to home already. If you were to remove these parks, our house (of 6all with own vehicles) would literally be sharing 3 parks with about 7-8 houses. How has this even been thought through?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Because people nowadays are fat and lazy

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Low importance

NAME: Tim Priest	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

2.5m width for a two-way cycle way seems a bit too narrow, particularly for commuters travelling at speed on e-bikes. The proposed cycleway is a vast improvement over the existing on road status quo. I support reducing speed the speed limit for this section of road. I also strongly support prioritising the safety of pedestrians and cyclists over the provision of carparking and bus priority measures such as in-line bus stops.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

A connected network of safe cycleways is critical to increase the use of cycling as transport for short and medium distance trips, particularly for less confident or experienced users. Separate cycleways are much

more enjoyable and relaxing to use as there is less potential for conflict with other road users. Safe cycle ways are needed for independent travel for school children, reducing the number of school drop off car trips. In-line bus stops reduces delays for bus trips, improving bus reliability and will also help dis-incentivise car trips.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Keith	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Get people out of cars and also great to exercise

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

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NAME: Felicity Gyles	SUBURB: Te Aro	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Hugh McCabe	SUBURB:	ON BEHALF OF: Wellington Surfcasting Club	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The yachting club at Evans Bay will have a dramatic reduction in available car parks. Also this facility is used by the Wellington surf casting club and no doubt other sporting bodies. It greatly reduces access to people involved in these clubs. As a surf caster member I would have difficulty getting my catch to the weigh ins held at Evans Bay.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

It will reduce emissions at the cost of a reduction in accessibility to the Evans Bay yacht club.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Peter Healy	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Make sure that there is a physical curb or barrier between the bike lanes and other vehicles, cars, trucks etc. A painted lane is not safe enough.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

The new bike lanes will get me out of my car

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Lesley Shaw	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

I am doubtful and somewhat sceptical about your claim that the buses and trucks need the middle white line altered so it will make the road safer as the 'Buses and large vehicles are less likely to have to cross the centre line on bends, improving safety for everyone through this narrow area'. I have not noticed any vehicles crossing the median line - can you please tell me how many accidents have occurred 'through this narrow area' so that it is unsafe? Also I am sorry, but your plans to take away parking between the southern end of Cog Park and Evans Bay Marina will cause huge upsets. Where are people to park when there is an event hosted by the Marina and Evans Bay Boat Club? When there is an event now the parked cars go back to NIWA. Also when the children's Try-athlon is held, the same occurs. Where are these people to park? I know the idea is to get people to use Public Transport but if it isn't there from many suburbs, what are they to do? PLEASE rethink this plan. I have no beef with the other changes, it's all good. But parking and moving the white line will achieve nothing that is necessary.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Why do you need an answer to this? The answer is obvious.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important

NAME: Malcolm Shaw	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

It is unrealistic to think that the Council can reduce the use of motor vehicles. Indeed, the Government is encouraging the use of motor vehicles by the subsidies it is making towards the use of EVs.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

RESPONSE TO EVANS BAY CYCLEWAY

Thank you for the opportunity to comment on the possible extension of the Evans Bay Cycleway south to Cobham Drive.

I still have concerns over the lack of understanding shown by Council officials over the recreational use of Hataitai Beach and Cog Park – there is a huge influx of Hataitai residents and visitors year round, especially during the warmer months. Every available carpark is used for a few hundred metres in both directions. It is important that the needs of the local community are preserved, not diminished.

Another concern is the likely destruction of the historic kerbing around Evans Bay Parade. This was installed by relief workers during the 1930s depression as the present road was formed, and I would definitely recommend that Heritage New Zealand be consulted so that this interesting part of local history is not damaged.

In addition, I would hope that that Council will continue to progress the second Mount Victoria tunnel with the same enthusiasm as it has for Cycleways. Until this essential piece of infrastructure is completed, Evans Bay Parade will continue to be overloaded with traffic – in reality, the new tunnel should have been in place before Evans Bay Parade was narrowed by the Cycleway.

It seems to be overlooked by Council that cyclists are a small minority of road users, greatly outnumbered by pedestrians/runners and motorists – Council seems to be influenced by a vocal minority rather than balancing their demands against the needs of the majority of residents.

Sadly, this whole cycle lane business means that Evans Bay Parade is becoming a thoroughfare, rather than a neighbourhood, where people can no longer stop and visit friends and acquaintances. The principle of cycle lanes providing safety for cyclists will not work unless the use of Cycleways becomes compulsory for cyclists. Already, cyclists are intruding on to the Cobham Drive roadway, and ignoring the nice new cycleway which has recently been opened. Council will need to pass a By-law to enforce this compulsion.

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NAME: Roger Hopkins	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

We live on Evans Bay Parade opposite the Boatsheds along from Hataitai Beach. The stretch of road from the beach to the corner of Belvedere Road some 15 years ago had a less wide footpath. This footpath was altered by doubling the width to the standard - 3 m. As the majority of people walk on the eastern side of Evans Bay, the western side is less frequently. It would be of no consequence to reduce the width to the original size, meeting up with the footpaths on the north and south ends. But the upside is more space made available for cars, walkers, runners and cyclists. The cycle path needs to have safety central lines to separate the path into 2 lanes, 1 in and 1 out.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

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How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important



NAME: Kirstin Donaldson	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I would like to see a physical indicator that one side is pedestrian and the other is bikes- even if it were just a curb between them

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Safer cycling = more cycling = less car journeys. It's obvious.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Matthew Smith	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

The current layout is very unsafe for cyclists, and it is hard to avoid as 1 of only 2 routes from the eastern suburbs to the city. It is essential that cyclists are physically separated from vehicles for cycling to be safe. And a lack of safety has held back more ppl cycling as a transport option.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It will make it safer to cycle and nicer to walk and so encourage ppl to switch to cycling and walking.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: James Burgess	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please go ahead and build this crucial link! Separating people on foot from people on bikes will be key to keeping everyone safe and comfortable - please have no shared sections and make sure separation is effective, including past beaches. Please improve the links for the bike lane to Hataitai roads on the inland side of the road. Please allocate parking for boating and other recreational users in the council-owned parking areas along the route.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Connecting the excellent bike paths both sides of the project area will encourage more people to bike this route, both for recreation and for getting to and from work or other destinations.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: M McLaren	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

1. There should be a more proactive plan from Wellington City Council to mitigate the reduction in on-street parking. There's lots of parking capacity at the marina, which is Council-owned land. 2. There needs to be more physical segregation from the roadway, to stop vehicles parking on the path. Standard curbs are inadequate to stop many of today's heavy vehicles. There should also be a continuation of some of the excellent treatments from the Cobham Drive path. Bollards or similar are needed in some locations. 3. There are missing connections to Hataitai. There should be provision for getting to and from the new cycling path to Belvedere and Rata Roads. 4. The footpath shouldn't be hard concrete. Making a more comfortable surface for walking and running will help keep the bike path clear.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

This will encourage a move to active transport and public transport, and away from polluting single person vehicle transport.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Lucy Stewart	SUBURB: Wadestown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It will make it practical for many people to commute by bicycle to the CBD

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

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NAME: Jack Bannister-Sutton	SUBURB: Karori	ON BEHALF OF:	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Ben Wilde	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Because it will enable more Wellingtonians to get out on bikes.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Judith Dennis	SUBURB: Lyll Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Consider using the existing trail on the seaward side of NIWA - would be an advantage for buses to free up some foot/cycle traffic - and it's scenic!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

People will be more likely to ride/walk in the area, reducing vehicle journeys.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Angus Pashley	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Cycle ways for commuters

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Less cars on the road

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Marios	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Fewer and fewer car parks will make it very difficult for older people to enjoy a cup of coffee or even take a walk around. Cycling is good but you're creating a monopolistic use of our harbour site. Drivers cyclists and pedestrians should be educated in sharing and respect each not create false protection shields for one versus the other.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Where do electric vehicles fit in this? This is like quitting smoking and going vaping

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Suze Keith	SUBURB: Highbury	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Help out boaties and beach visitors - we want a more proactive plan from Wellington City Council to mitigate the reduction in on-street parking. There,Äs lots of parking capacity at the marina, which is Council-owned land,Ä and usually under-utilised. They should work with the Evans Bay Yacht and Motor Boat Club to find some good solutions. Protect the bike path - There needs to be more physical segregation from the roadway, to stop vehicles parking on the path. Standard curbs are inadequate to stop many of today,Äs heavy and ,Äfulltime 4WD,Ä vehicles. We would hope there,Äs also a continuation of some of the stuff they,Äve used on the Cobham Drive path. Bollards or similar may be needed in some locations. Connect to Hataitai - there,Äs missing connections to Hataitai, where heaps of people live and with awesome cafes, school and so on. We want provision for people to get to and from the new cycling path to Belvedere and Rata Roads, cos a black spot is a black spot and if a lovely route is dangerous to get to, it,Äll put you off. Make the footpath more comfortable - the footpath shouldn,Ät be hard concrete. Making a more comfortable surface for walking and running will encourage people to use it on foot, instead of being on the bike path. Also permeable surfaces are good for filtering road runoff and coping with extreme rainfall events.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

We waste a huge amount of land by dedicating it to car parks. We need carrots and sticks to move away from a 'right to park where ever we like' and a shift towards recognising the other values a chunk of CBD land can provide.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Terry Kinloch	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Move carparks back from south entrance to Greta Point to improve visibility for cars leaving Greta Point.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Ray Whelan	SUBURB: Maupuia	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Very few people are walking or cycling on the paths already provided. MOST people are unable to cycle or walk. To move people out of cars you need better and more frequent public transport

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

We do ned to get more people out of cars but experience and common sense should tell us we need better public transport. The cyclists just reduce road space for busses and also slow them down. On a bad weather day in Wellington it is possible to drive from Miramar to the city and back and be lucky to see a single cyclist. STOP cycleways until we have a final plan to get Wellington moving. Hopefully high capacity buses will be

used and we need more road space and this will move large numbers of people. Cycling/walking is proving to be a negative strategy/

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Peter Doyle	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Have the cycle lane go along the waterfront, where possible rather than taking the easy and most disruptive option of removing carparks in an area which is used by many people for access to the beaches, the marina and yacht club. This option will make access difficult and unsafe for users of the beaches and other recreational areas. This is a heavily used road and a focus on making it wider and safer would be a good start. For almost all of the area in question, there is land available between the road and the sea for a walkway and cycleway

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

People in cars will drive to another area for swimming and recreation. The benefit will only be to a very small number of people who will use this cycleway and live relatively close. Families going to the beach and to use recreational areas will continue to travel by car, by EV car in the not too distant future.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

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NAME: Peter Van Dam	SUBURB: Maupuia	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

I am Strongly opposed to the Greta Point - Cobham Drive proposal as showing stage -2 concept Plan . But I do support and acknowledge that the Cycle way needs to be completed and connected to Cobham Drive . losing carparks at Hataitai Beach and bus stop will affect the members of the public that kayak at 6.00am in the morning, cars stopping using toilets and people with mobility issues having much greater distant to travel to access the beach. No allowance has been made for trade, service and taxi vehicles being able to park close to Boat Sheds and houses. The Evans Bay Yacht and Motor Boating Club is used by many different groups using the club and location for water sports. The club is also used to host events such as functions and meetings, as well as other groups such as an art group. Particularly during weekends the club becomes very busy and the car parking available (when it isn't flooded with high tides) in-front of the club cannot be used to make room for all the boats being used. Therefore the only parking available is that on the main road. Also many of the people who attend sailing are crews and do not own boats themselves and travel from around the region and need places to park. And when the sailing is taking place other water sport enthusiasts such as waka ama and surf life saving need parking as well. The club is also host to major regattas with people attending from across the country which restricts the space available to the club even more for vehicles making room available for boats. Without the car parking, that is now in the proposed plan to be removed, the club would be extremely limited and will be unable to be the highly accessible, friendly and active club that it is. The club has a great culture that is friendly to the public and caters to large numbers of people all year round. It is a great facility that has produced competitors in sailing and surf life saving that represent at national and international level. If the accessibility of the club is removed and isn't compensated for many many people will struggle to use and access Evans Bay Yacht and Motor Boating Club. Without compromise the club will suffer. The vibrancy of the harbour will be jeopardised and therefore the vibrancy of Wellington as a whole. The club and its facilities are a major asset to Wellington City and Wellingtonians, including those who use it for non water based activities, and without the parking accessibility this can very well disappear.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative

Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Well since you asked, Cycle lanes can help the city to be more accessible but at the expense of cars, parking and therefore freedom for consumers and the working of people of this city is NOT progress. Rather it would be a total regression for this city. Eroding peoples freedom to mobilise and travel around the city by restricting them to faulty public transport in the name of emission standards, that have zero impact on the global environmental situation, is pure virtue signalling, short sightedness and will be detrimental to the growth and long term sustainability of this city. We still need places to park when we get our electric vehicles. There is clearly no compromise in the heads of the people who have created this anti car proposal which is anti peoples ability to come and go as they please which ultimately is the driving force in the Wellington economy. Also how can anyone expect people to work if they cannot park near their job or locations of work. For example trades people bringing their gear to park near a house or site they are working on. The proposal to "move people with fewer vehicles" as I have debunked above, will force families, the elderly, low income workers as well as many other people out of Wellington City.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?	How important is it to have a connected and complete network of biking routes across the city?
Important	Important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

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NAME: duncan kenderdine	SUBURB: Kelburn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Absolutely essential to continue the two bike lane and separate footpath to great point to Cobham drive and remove the dangerous and inconsistent cycling routes through the area to help actively mobilise commuting and recreational cycling in the area. the people that park their commercial caravan and buses in the area will just have to find somewhere else

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

we have to prioritise walking cycling and bus transport ahead of private cars if we are ever going to reduce the impacts of private vehicles on the environment

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Aidan	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Andy Thorneycroft	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Please don't remove all the parking! I sail at Evan's Bay Yacht Club and removing so much parking would serious jeopardise the usability of the club

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

People cycle and walk the section of road by the yacht club with ease, the curves in the road naturally slow motor vehicles anyway, removing the majority of the on-street parking would be terrible.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Chris Coad	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Removing carparks will make this part of Wellington very inaccessible to may Wellingtonians. This route is poorly serviced by bus, particularly in the weekends, so if you can't bike you are out of options

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

It will make very little difference to the people who drive this route, it is a difficult route to cycle on many days of the year. The people most effected will be those who use the area recreationally, particularly families

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: Angela Mushet	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Less vehicles = Less emissions

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Matthew Scowcroft	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Encouragement of more cycling helps reduce emissions and reliance on petrol vehicles.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

827

NAME: John	SUBURB: Lyll Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Marina Users, homeowners, Public, Clubs

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

waste of rate payers money

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: J Hargreaves	SUBURB: Houghton Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Bike riders Don, use the bike lanes around the bays now. Driving around bays today 5 bike rides 5 abreast on the ride and cars can not get around the never seen a bike on the bike lane which pissed of car drivers when they have the bike lane but use the road and cause backlogs. Don, change the roads for bike users when they inconvenience car, truck driver. And what about boat users losing parking and can, not get to their boats. They pay their fees to be able to use Marina

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Use your brains and think about all public

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Cullum	SUBURB: Mount Cook	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Make the space suitable for skateboarders. Skate-able features - benches, banks, platform/stages, if possible flat rails or a small set of stairs

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Don't know
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It will give people travelling to work in the area another option. The area will promote other means of transport like biking, skating, scootering or walking

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important



NAME: Mel Warner	SUBURB: Mount Cook	ON BEHALF OF: Skate Ed	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Smooth concrete, with SMALL cracks between tiles. Please include objects that can benefit those using skateboards, scooters, and bicycles. Whether that be small bumps/A frame bumps that cyclists can easily ride over, and skateboards/scooters can play on. This is also looks like low benches that are either made of strong concrete, or wood with metal caps. Something people can sit on, and also skate on. Small curbs around the edge of certain things (like planters to protect them) also make for a fun skating experience

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

People in the outer suburbs of Wellington will have a nicer/safer riding experience around these areas

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Laurence Harger	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Just to make sure that there is always enough room for bike and pedestrian paths alongside each other.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

The whole of the road along Evans Bay from Oriental Bay to Cobham Drive is the premier cycling and walking path in Wellington so making it easier for cyclists and pedestrians to share the path safely and out of the motor traffic is a win-win, as it gets rid of those parts of the path which were too narrow before and did not allow cyclists and pedestrians to easily share the space.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Karl	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Having the road god to one lain will result in obvious congestion. Also more exhaust in the area with cars having to slow down then speed up again.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

The narrowing of road to one lane will result in more exhaust. cars having to slow down then speed up again.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Kate mcHale	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

NAME: Greg Hunt	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

i like the plan. Very supportive of the whole cycleway strategy.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

	Important
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NAME: Sue Keats	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Brendan Gould	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Overall the proposal is positive, however consideration should be given to existing and future users/uses where vehicles are a necessity, i.e. sailing, kayaking or other watersports where transport of equipment, vessels (i.e. trailer boats, kayaks) or safety gear or clothing requires a vehicle and subsequently vehicle access and parking in close proximity. As a family member of the of the Evans Bay yacht and motor boat my kids and I are frequent users of the clubs facilities and as we travel in from the Hutt Valley, public transport and bike access are not practical options for transporting us or the gear we need to participate in sailing safely, and as such vehicle access and parking in close proximity to the club are essential. Removing parking will make accessing the club difficult and extremely challenging for me and my kids - suggest your solution consider retaining sufficient car parking to cater for weekend or events around the EBYMB club will ensure it remains an accessible and therefore viable part of the wellington community.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

While I support the proposed changes, I question the extent to which opening up access in this area will reduce vehicle volumes and therefore emissions. However, as part of a broader city and region wide strategy it will enable a change in behaviour and therefore a reduction in potential future emissions. Some of the proposed changes, namely bus stops that stop traffic, are likely to reduce traffic flow and increase congestion and are likely to result in more vehicles stuck in traffic - an inefficient use of energy and thus low value and more emissions as a result - it is also likely to make the vehicle users experience/commute longer and less enjoyable

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: John Cleveland	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Overall this is positive. The lack of full cycle lane separation from the footpath makes it less than ideal for cycle commuters who travel at high speed (relative to pedestrians) but still too slow to mix with cars. Where possible the full separation should be implemented. The total loss of parking by Hataitai beach seems overkill. Please consider leaving some time-limited parking on one side for easier beach access and (or) ensure there is stringent enforcement of time limits on the Cog Park parking so the beach can be accessed by all. There needs to be parking time restrictions all the way along Evans Bay Parade to Cobham drive to prevent permanent 'storage' of trailers, campervans etc on this main through road. Without this the road parking and parking around Cog Park will be unavailable for users of the park, beach, club rooms and nearby Cafe and restaurant. It would be great to get trucks off this route and back onto SH1. Some of this traffic seems to be from the restrictions on dangerous goods in tunnels but the risk is so small surely WCC can talk to NZTA about the comparative risk of large trucks on a small road with many pedestrian crossing, childcare centre's etc.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Will encourage more people to cycle, both for commuting and recreationally. May reduce car journeys overall

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: P J MacDonald	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Stop wasting critical funds on crazy schemes.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Positive
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Its impossible to stop people using cars

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Nick	SUBURB: Northland	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It will make it safer and more attractive for people to travel by low-carbon modes (walking, cycling, and public transport)

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Leanne	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

You are removing lots Of car Parking - how Will this make It accessible - for elderly, for disabled, foe business

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Climate Change is a money making fad - It,Äôs a natural phenomenon.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Ellie McKenzie	SUBURB: Kelburn	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please ensure the cycleway is clearly marked as designated space for cyclists; cycleways don't work for either pedestrians nor cyclists when it's easy for pedestrians to cross onto them - unknowingly or knowingly.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

One of the long-term impacts will also be the normalisation of cycling as people feel safer doing it and onlookers see more cyclists, thereby being encouraged to do it themselves. Designated space for cyclists has symbolic value of showing that the Council recognises that's a legitimate mode of transport in which users/cyclists need their own space to feel happy and safe when cycling. Not only will this help to encourage

more cyclists and therefore reduce our CO2 emissions as a city, but it will improve our wellbeing through more enjoyable recreational or purposeful travel.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Dave Shallcrass	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

People will feel safe biking and walking, and won't use cars as much.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: ralph johns	SUBURB: Ngaio	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

legible design for all users

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

mode shift - there are already more people using bikes. once the route is complete it will be the quickest and healthiest way between into the city for a lot of people.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

NAME: David Lloyd	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I rode the other cycleways yesterday morning between the city and Cobham Drive and thoroughly enjoyed the experience

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

I fully support giving more people safe ways to cycle and walk in Wellington

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: S Scott	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

In traffic bus stop - will lead to accidents

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

The council don't seem to recognise that with introduction of EVs - car usage wont actually decline - will simply shift from ICE cars to EV - and emissions will drop.. also cyclists currently don't use the cycle lanes during morning commute - so now cars/bikes and buses are on narrower roads leading to more safety issues.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Rhonda	SUBURB: Johnsonville	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Stop wasting Ratepayer money on cycle lanes, and instead fix our water pipes!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

It will cause road congestion on the remaining roads = longer car rides = increased emissions. Public transport is only great for 7am to 6pm worker commuter transport (from home to work/school, and back), but not for others. People lead varied lives and need more flexibility than public transport, bikes & walking if a vibrant city is to be achieved. The balance has not been achieved with these proposal. It is a waste of Ratepayer money that should be spent on fixing our water pipes!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: huhana maddock	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

How will recreational users access the beach if there is no parking...many kayaks and paddle boards are too heavy to carry huge distances especially with Wellington's topography. How will disabled people access the beach. The road is narrow now with the changes already made. It is making it more perilous for all accessing the bays. All well and good to want cycle ways but sometimes you need to move them to other areas.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

un-realistic i live in plimmerton - work on the otherside of wellington for me to walk to work it would take me 4+ hours I have no bus transport in my area so would walk 35 minutes to the train...Some of your ideas are bloody mindless

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Greta Gordon	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Keep bike lane visible and separate from walkers and cars

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Encourages less reliance on vehicles

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Peter Duckworth	SUBURB: Tawa	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Biking and walking routes need to flow as smoothly as car traffic routes, with minimal pinch points. It would be good to see as many bike parks as possible, and that it's possible to lock the bike to them with 2 locks, at least one being a d type lock. Sheffield style stands are good for this but it must be possible to make a stacking type stand (like at Grey st and Tawa station) that can manage this, for higher density parking. Shelter for the stands would be good where possible, ebike people will appreciate this.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Public transport is great for reducing emissions when it can be fairly full. People are used to being able to drive right to where they want to go, some of this type of trip (and attitude) could be replaced by (e)bike. To compare with London, it's fairly normal to walk 0.5-1km at the start and end of the journey to use public transport which takes some getting used to. We need to keep improving the services for everything that isn't cars so that they're usable.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

850

NAME: Dana	SUBURB: Rongotai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

There are too many carparks going from this space. This will create hazards of illegal and double parking for people to live, enjoy the beach and take part in other activities such as sailing and scouts

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

It is often too wet and windy to use this space for commuting

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

851

NAME: Richard Field-Dodgson	SUBURB: Maupuia	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The loss of parking spaces is barking mad. One wonders when the Council will recognise that not everyone cycles.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Despite the thinking, surely top class public transport is far more important than pushing cycling.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Olivia	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Because it will make cycling and running either for recreation or as a commuter much safer and a more positive experience.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Mike de Ruyter	SUBURB: Oriental Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Low importance

NAME: Joanna	SUBURB: Maupuia	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I'm so excited to start using the new walkway/cycle way with my family. I also think it will encourage people to be more active.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It will make walking, cycling and public transportation easier.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Susanne Hoggard	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Have you consulted with Britannia Sea Scouts at all?? These changes will make things very unsafe for the Sea Scout Cubs/Scouts/Venturers and Leaders. Scouts usually go to the boat hall twice a week for several hours to set up boats and go sailing. Kids come from all parts of Wellington and need to bring sailing gear - how are they supposed to : - be safely dropped off and picked up? - The lack of parking will have a major negative impact on caregivers and will also make it very hard for volunteers and parent helpers to access Britannia. This might reduce the overall number of volunteers and adult helpers that are very much needed for this youth organisation. Where am I supposed to park as a parent helper coming from Wellington Northern Suburbs? - make their way to the Boat Hall safely while cyclists come speeding from both directions? Our children have been attending Sea Scouts for years, and I am very worried that these changes will negatively impact on getting them there and feeling safe while at Scouts.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Bus system is still in shambles so a lot fo people will continue using cars.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Karen Pedder	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

No lights or pedestrian crossings on Cobham Drive. Not needed

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: Aaron wing	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Other Recreational users should include skateboard friendly facilities I.e ridderford gardens in Lower Hutt. If bike paths are built, they must be used for cycling. Cyclists should not use the road for cycling and commuting.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

The bike path is better for cyclists but may not encourage more uptake in cycling vs. car.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Neutral

NAME: NICKI FULLER	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

I have very strong views on this proposal. My husband and I live in Karori, we swim at Hataitai beach throughout the summer. On week days we swim after work we drive from the central city to Hataitai beach, have a swim, sit for a while and enjoy the families swimming and having fun on the beach. We can do this after work and be home by 6.30. We also swim at this beach on the weekends through the summer. This proposal will completely remove our ability to do this. I put in this form that this proposal will also have a very negative impact on people who live nearby. This is because people wanting to swim, kayak, paddleboard from this beach will park in neighbouring streets that are already narrow and congested causing major issues for those residents e.g. Belvedere Road. How would the population of Wellington who do not live near enough to Oriental Bay/Evans Bay be expected to access these recreation areas if this proposal went ahead? And even for cyclists, so many car parks have already been removed how are cyclists, and especially families with young children who live in the Wellington suburbs, supposed to get to Oriental Bay/Evans Bay to ride their bicycles? How will disabled people access this area? I think of Oriental Bay/Evans Bay as the jewel in Wellington's crown and the whole cycleway has turned that area into an area only accessible to those who live nearby or in the centre of the city. And please don't tell me people can catch public transport! For us to come from Karori to work in the morning, catch a bus to Hataitai Beach, catch another bus to a location where we can catch a bus home to Karori would take another one to two hours on the end of the day which we simply would not be able to do. This proposal is removing access to recreational activities that are far more popular than cycling e.g. swimming, kayaking, paddle boarding, tennis. The only way this proposal should be allowed to proceed is if the number of carparks that will be removed, I understand that number to be 140! are replaced by additional carparks being added within very easy access of Hataitai beach e.g. a carparking building or a carpark area and this must be built before any work that will reduce carparks proceeds. I am a great believer in sustainability measures including electric vehicles, increasing walking and cycling paths etc but in order to do this the infrastructure must be in place to allow everyone to continue to access our city's beautiful places. Please do not do allow this proposal to go ahead.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative

Driving vehicles/or riding motorbikes?

Neutral

Living in the area?

Negative

Working/owning a business in the area?

Very negative

Living with mobility or accessibility issues?

Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

This proposal will not result in fewer people driving cars, nor will it necessarily result in more people cycling if they have no easy way of getting to Evans Bay to cycle! The answers to the two questions below is that Wellington is a very difficult city to make cycle friendly. Fixing t he public transport system should be the number one priority

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

859

NAME: Natasha Zaicek	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Do not reduce the parking so much - not everyone is able to ride a bike

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Workers and parents need to be able to drive due to drop offs/pick ups/appts, bus availability

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

860

NAME: Andrew Dinsdale	SUBURB: Wellington Central	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Better to invest in 100% electric buses than waste the money on cycle ways

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: Kate	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Chris Goodger	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Don't take as long to build it as Cobham Drive took

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: jorle wiesen	SUBURB: Newlands	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Dan Sharpe	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

With the removal of unlimited time parks around Cog Park there is likely to be more people trying to park on the opposite side of the road alongside the dog park, which would be quite unsafe and create a pinch similar to the one experienced alongside Hataitai Beach on a sunny day.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

There are already too many cars on the road, building more roads is not the answer, it's improving public transport and creating safe spaces for cyclists of all experience level, walkers and runners to move with minimal conflict.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Carl Savage	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

There should not be a reduction of bus stops. We need to encourage more people to use buses and bus stop removal flies in the face of this. As well, the "stepping out" of pedestrian crossings create conflict zones for pedestrians and cyclists stepping forward into oncoming traffic with even less room for error. This is a dangerous narrowing of the road when there will be ample room on the existing footpath for both cyclists and pedestrians. As a major vehicle corridor, while accepting the current push from the cycle lobby for safer cycling, this will not appeal to the experienced road cyclist who do not tend to use these cycle lanes as you often see them speeding on the road as they are experienced and fast cyclists that cycleways are not designed for.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

There will be a minimal increase in "weekend and fair weather cyclists". This is a main transport road for business and residential purposes. This highly unlikely to reduce carbon monoxide emissions and reducing the ability for people to get on and off buses - which move far more people than cyclists - in a growing community seems counter productive

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Neutral

How important is it to have a connected and complete network of biking routes across the city?

Neutral

NAME: Andrew Thompson	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Space for coffee carts, eating places. Picnic areas.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Let,Ãs get more bikes and other discrete green transport on the move

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: James Cockerill	SUBURB: Johnsonville	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

It will narrow the traffic lanes, too much.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

It will force vehicals to linger longer, in the location.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Ian Marshall	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Not sure this will reduce vehicles

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: maralda Williams	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

the loss of carparkng for those who need it for accessibility purposes and families how is having no parking at Hataitai inclusive!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

what about those who are not able bodied we also have an aging population

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Not important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

870

NAME: Neil Deans	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

871

NAME: Lynn cadenhead	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Positive
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Jeff Gibb	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

Hataitai beach is extremely popular, especially in summer. By taking away the car parks then people, especially ocean swimmers, are not able to have a place to either park or leave their gear. Also it removes accessibility, or makes it more restrictive for those with young children who would need to park further away. I understand the bike path has to go somewhere and the road at Hataitai beach is a pinch point BUT by taking away all those car parks you are restricting access to both the beach and the park as fewer people can drive and park and use both the beach and the park. It will have a detrimental impact on the Greta Point cafe. So I have no solution for how to deal with car park issues and have a bike path given the roading constraints. I would like you to consider adding secure storage and bike stands.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Making biking safer is a win win for all.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Important

NAME: Jonathan Coppard	SUBURB: Te Aro	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please include bollards, plants or other physical protection to prevent vehicles from parking on the cycle lane. The speed limit should be reduced to 30km/h in line with vision zero goals so that crashes do not result in deaths. I don't think that the reduction in bus stops will result in any improvements to bus services and will just reduce accessibility for elderly and disabled users to reach bus stops.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It will help people to choose to cycle if they do not currently feel safe cycling on the road.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Raqi Syed	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I recently attended the Stage Two Community Webinar on this and felt the issue of parking for residents was too easily dismissed. While most residences do have parking, that parking is very limited, usually just a car pad or one parking spot even though many households have multiple vehicles. We rely on non-time limited street parking. I feel some more consideration should be given to this issue and residential only parking should be incorporated into the plan.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Neutral
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

I really agree with the idea that we should drive less and I strongly support more and safer cycleways. However, the issue of greater communication on HOW we share and use these paths is an issue I have brought up a number of times but I get zero feedback or acknowledgment on. As I cyclist I experience a lot of unsafe behavior from others using these paths and harassment and overt abuse from motorists. Most cycle commuters I know get harassed routinely on the road. Why is this acceptable? No number of cycleways will change this unless the city takes the issue seriously and addresses it through a communication campaign. It's clear to me that the different users of these spaces don't know how to share them. For example, I see skaters wearing headphones zigzagging on the bike path. Joggers wearing headphones running in the middle of a shared path. And motorists completely confused about what cycling hand signals means on the road. This is so dangerous. As a rat in lycra, I really want to know, what is being done about this?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Heather Miller	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

I am concerned about removal of parking at Hataitai beach and along by the sea scouts. In summer overflow cars come and park up Rata Road. The beach should be accessible to all not just those fit enough to walk or cycle. Parents still need to pick up from scouts and it looks as though cars will have to stop in the traffic lane to pick up.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

This may reduce emissions but not if housing subdivisions are put in later in Eastern suburbs and population increases without significant improvements to public transport.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Mike Woods	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Provide the parking you are taking away 160 parks. WCC is narrowing perfectly wide roads reducing traffic speeds, but also has huge traffic volumes. Pedestrian and cycling usage confused. Why not remove the freedom campers as well.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Sort the tunnel out. Reduce the subdivision of property and also why are apartments not providing parking? So where do they park?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Low importance

NAME: Luciane Bryant	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Listen to the public and instead of spending millions of dollars on bike lanes that are used only by a vocal minority and start spending money in the infrastructure that are rotting away. Or how about going back to having a cool city instead of the most boring city of NZ, which is what has happened since Predengardy left. The later directions of this and previous concils since there have ruined this city.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Because people are voting with their wallets and have voted with their card. The only people who can avoid using card in Wgton are the ones who live in the CBD. the majority live in the suburbs and like their card.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Geoff Head	SUBURB: Wellington Central	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The Evans Bay Yacht Club needs multiple car parks for sailing events. Please provide alternative parks.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Phillip Bolton	SUBURB: Vogelstown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Road widths are too narrow. This is the main bypass for heavy vehicles and does not meet the minimum road width

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Will delay cars, buses and trucks

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Roger Tweedy	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Is there anything specific you would like us to consider when looking to make changes to the area?

There has long been a need to better utilise the marina area to allow boat owners, camper van park & general public use. The later could encourage people to walk to beach, dog park etc rather than try to find park next to these facilities.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Positive
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

The continued belief that street parking is a 'right' must be addressed & this may assist. Safer cycling routes, better public transport & education of car centric people all play a part

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Libby	SUBURB: Melrose	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More efficient public transport and better provisions for walking and cycling will mean less people need to rely on their private cars to get around.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Jeremy Talbot	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Make commuting by bike safer and therefore more appealing to more people who currently drive. The changes will also make driving less appealing due to the shift in priority to public transport and biking.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: sasha	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Bridget Parrott	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

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NAME: Kim Kelly	SUBURB: Breaker Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Retaining as much green space as possible

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Should encourage more people to walk or cycle

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: henry peach	SUBURB: Thorndon	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Traffic calming would be good. Even with separation it would be nice if cars didn't hurtle around there

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

bikes etc are zero emissions

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: c	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

I am very supportive of getting bikes off the Parade however there needs to be more spaces to park close to the Hataitai beach as in the warmer months there are a huge number of users who would not be able to park as far away as the other side of Cog Park. I would consider utilizing the park across from the beach to add a few car parks for those entering the water kayaking or swimming at the beach. Furthermore the lack of parking near or around the boatsheds will incredibly impact those who sail and the Scouts. We cannot have our youth walking 500m-1km away from the Scout hall if their options for parking are beyond the Yacht Club or Cog Park. Additionally further consideration is needed to create a safe space for youth exiting onto the shared footpath as already we have had close calls as we exit our stairs. Please consider how you might utilize empty space around the area to add 10 or so carparks. This would improve the accessibility for families and youth using this community space. The way additional parking was added around Lyall bay contributed positively to the safety and enjoyment of the beach.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Because there is support for creating these types of spaces, doesn't mean that the ability to use the facilities ie bus or bike are attainable by the general public. I would be happy to see a bike path for safety but there are still aspects where the cost of buses or the practicality of moving a large group of children is impractical on bikes. This project will barely scrape the sides of the issue as the cost/efficacy of public transport facilities in Wellington is sorely lacking.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Mark Noyes	SUBURB: Aro Valley	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Because it prioritises active modes, speeds up public transport, and connects together off-road bike and walking paths

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Morgan Fitzgerald	SUBURB: Crofton Downs	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Opportunity to place small community gardens around for people to stop by and get herbs and other vegs for themselves. Draws community around the space and attracts people to the waterfront even more!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More people will be biking, walking, or running - the safety of this new layout will encourage this even further, which will decrease the petrol use and therefore the GHG emissions of transport.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Mark Robinson	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Remy Thomassen	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The actual people who use the area for watersports who almost all without exception need vehicles to transport their gear, and use their cars to lock away their dry gear while out on the water. My wife and I live in Hataitai, so we could be close to Evans Bay and not drive many miles to enjoy our watersport but, if there is nowhere to park our car along the bay, we may have to put our two boats on a road trailer and join the crazy Wellington traffic and burn lots of petrol to get to another suitable venue like Heretonga oh no can't park there, Onepoto hmmm tight, Plimmerton or Muritai.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

We need a decent Tunnel with a proper cycleway through Mt Vic. Commuting cyclist really are not that interested in taking the scenic road. Weather conditions along Evans Bay can be horrendous at times and many people would prefer a quick way home and not be covered in salt spray. An alternative would be a paved cycleway diagonally across mount Mt Vic from Majori Banks St. to Alexandra Rd. At the moment only mountain cyclists commute this way. Or what about allowing cyclists through the Bus Tunnel? Anyway there is no room for a cycle path in Evans Bay I think that south of Rata Road intersection should be a low speed zone so that cyclists can be on the road safely. Cheap fix

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Morgan French-Stagg	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

In the proposed plan there is no mention of adding bike parking. I think bike parking should be added at 'destination points' along the way, such as Greta Point (Cafe/Dog Park), Cog Park, and Haitaitai Beach. This is important as it will encourage people to use the cycleway not just for commuting into the city centre, but also for recreation.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Alistair Scadden	SUBURB: Houghton Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The proposed reduction in vehicle parking is completely unacceptable - as is the relocation of bus stops right into the flow of traffic. the reduction in parking actively discriminates against the aged, the infirm and the handicapped - who for the most part are reliant on motor vehicles to get around. To deny the rights of these people (and indeed the rights of many other people - who are non-cyclists, for many and varied reasons) in order to advantage a minority group (cyclists) is simply wrong. The Council should not do it.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

It is not the job of Council to become some sort of moral enforcer for climate change. Just compare the number of motorists entering and exiting Wellington on any given day - to the number of cyclists, doing the same. The cyclists are a small minority. Cycleways are basically vanity projects for left-wing greenie Councilors. The many millions of ratepayers hard earned dollars being wasted on them, should be more properly spent on infrastructure such as water and sewerage.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Adam Hayman	SUBURB: Melrose	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

To take into account that 35% of carbon emissions in Wellington come from traffic.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

A safe walking / cycling / scooting path and improved bus link (into the city) will be created giving people in the eastern and southern suburbs a viable alternative to travelling by gas guzzling car.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: David Sainty	SUBURB: Melrose	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

These changes are not only for cyclists and pedestrians, the big benefit to everyone - businesses, residents, commuters is it make it safe and easy to choose to cycle or walk through these areas.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Vehicle use - especially fossil fuel, but even electric - is our most wasteful way to use energy by far. Moving less than a hundred kgs of person around with a 2, 3, 4 tonne machine is obviously not sensible. Making it easy to make rational choices about getting around is one of the best improvements we can make to get closer to leaving the planet in a healthy state for our children.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Wellington Resident	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

You need to carefully consider all users with the design. If you walk or run, a wide tarseal path is way better than a concrete one. If you cycle for exercise, you go too fast to use bike paths with kids and pedestrians on them. If you narrow the road, you cause buses and trucks to drive over the centre line making it dangerous for all users. My suggestion is to create a wide footpath for pedestrians and kids on bikes. Many cyclists would prefer a cycle path at road level integrated with traffic so they can safely pass other cyclists.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

LGWM appears to be making it intolerable to drive in the city. If this is the aim, just be honest.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Tina Groark	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Removing as much parking as this proposal does means people of limited mobility will not be able to access the beaches and recreation areas - only those disabled enough for a sticker will get to access. Those with limited mobility but not enough to get a sticker won't be able to drive and park.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Because people do not cycle and walk as much due to windy weather - if you want people using fewer vehicles offer public transport that is more frequent or reliable otherwise people will remain on the roads as

always. I used to ride the bus regularly but with the changes I,Ãve HAD to start taking my car. It,Ãs more expensive but I have to get to my job reliably

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: Tom	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I strongly support these changes - I thought that they were already been approved as part of the larger route - so was surprised to see yet more consultation..

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Anything that encourages active transport, and even more recreation is good.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Graeme	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

It is a busy road made narrower therefore compromising safety for all road users. Don't reduce the number of parks assuming the cars that currently use the parks will just disappear.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Don't know
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

There is already adequate cycling and pedestrian access - the changes will make the road more dangerous for no real benefit.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: M Newton	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Do not remove parking at Haitaitai beach. Do not make it impossible for cars to pass buses when letting passengers on or off. Do not reduce the size of traffic lanes any more as they are already almost dangerously narrow for buses and trucks to share the road with cars. Do consider people who live on top of hills for whom it is not practical to travel around and to the area except by car. Do remember that families need to be able to safely drive and park in the area. Do allow for customers of businesses to park in the area and that travel except by car is not practical.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Removal of parking near local amenities will drive people to drive further to places where parking is available. Just as they do now for shopping.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Hadyn Nicholls	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

I am the Zone Leader for Scouts Wellington and you are removing parking outside the Britannia Scout Hall which is stupid to say the least. We have a Leader in a wheelchair and she will not be able to stop her vehicle anywhere near the hall. Added to this, the Scout Group does a lot of sailing and removing parking means carrying a lot of heavy gear a long way. The arrogance of this proposal is reflective of no one, it is not wanted and is being driven by a specific group with an agenda. Infrastructure is a bigger problem in Wellington and you are wasting money and time in this. How about you take a vote instead of using this method which is crooked and will be passed by a set of councillors who are not representing their constituents

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

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How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Neutral

NAME: E Jenny Graham	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

I am seriously concerned that the Hataitai Beach bus stops are proposed for removal. With the removal of car parks on both sides of the street between Rata Rd & Belvedere Rd the only access to the beach and bathing facility is walking and/or cycling. This beach is heavily patronised and safe for aged people, little children and those with various infirmities. Access from existing public transport makes a visit to the beach/toilet facility accessible. The beach bus stops outside 408 EB Parade and opposite 412 EB Parade are well patronised. The remaining bus stops proposed are a significant walk for those with disabilities or having to carry children,Âôs paraphernalia. Huge investment is being made to service and advantage the fit and able bodied community, it is not satisfactory that the disabled/infirm members of the community are penalised by having no motor vehicle/public transport easily available. Retaining the existing bus stops would not incur significant expense.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Very negative
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Public transport to meet these goals should be more accessible not less

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Amanda Hale	SUBURB: Mount Cook	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More people feeling safe to ride or walk to work/shops. A more friendly walking path to encourage weekend walking

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: paul	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	
Using the bus?	
Riding bikes?	
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Maybe there should be a process to check your goals match with a majority of the ratepayers not just a vocal few. And maybe these questions should be written in a way that people get a real say and not forced down avenues you're trying to manipulate.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: Richard Ellis	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The council seems to have completely miss understood the impact on those using this area for community events and for recreation. Cycling is important to facilitate, but appears to be the only exercise or recreational activity considered within your plan, despite strong advice. Boating will be significantly constrained - we cannot bring boats to the bay on the bus or on a bike. There is no where to park to access the beach. The very small number of parks will be used by residents - At a minimum all parks need to be max 120 no consideration of disabled access to facilities has been included except the existing parks - in the wrong place. Children access the Scout Hall 6 days a week - often in the evening, and in the dark in winter - this is approximately 100 people every week! These children will be exposed to greater danger crossing the road in the dark and parents will have no where to park before walking them to the venue. Some of these children are pre school age. There appears to be a fundamental miss understanding in how the road is used, particularly in the hours of darkness or at the weekend - have use surveys been carried out at these times?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

The inability to use the area means people will need to drive to more distant places. Congestion will increase emissions. Have the impacts of this been misunderstood?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Neutral

How important is it to have a connected and complete network of biking routes across the city?

Neutral

NAME: James Fraser	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please retain existing trees and make it a priority to plant more specimen trees, other than more Pohutukawa!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Te Whaunganui et Tara is a compact city and ideal to prioritise fewer vehicles instead of trying to make more bigger vehicles fit in. Its time to turn the tide!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

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NAME: Scott	SUBURB: Mount Cook	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please avoid raised crossings, Wellington does not need more 'speed humps' please find a more elegant solution.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Steve Hutchison	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Make sure it is really clear that the bike and footpath aren't for parking and enforce it. They get really dangerous when people accidentally or deliberately park on them, even for sort times. Loading zone parking should be included.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Progressively making cycling easier will make it more accessible over time.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Rob McIlroy	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Less car use hopefully

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Marc Woodbury	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I think the higher balustrade to the sea side is unnecessary. Overall very positive - please get on with it

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Better infrastructure for walking and biking (including e-biking)

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Frances Velvin	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Proposal is contrary to the promoted purpose of the changes. Reduced parking will significantly reduce , not improve, access to businesses and recreational facilities to the point that only people who can bike or walk will have ready access. The proposal therefore discriminates against people with disabilities or ill health, against families with young children or who support elderly relatives and friends and Wellingtonians who live in suburbs too far away to bike or walk. In these situations travelling by bus is not a viable option. The proposal significantly impacts on access to water sports. A car is the only option to transport kayaks, SUPB, and sailing gear.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Walking and biking are not viable options for most people. Therefore, if they can't park near beaches in Evans Bay they will travel further by car to more accessible beaches.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Low importance

How important is it to have a connected and complete network of biking routes across the city?

Not important

NAME: Chris Velvin	SUBURB: Hataitai	ON BEHALF OF:	ORAL SUBMISSION:
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Is there anything specific you would like us to consider when looking to make changes to the area?

Where will all the cars go that park in the area to go swimming or sailing or boating at the Yacht Club? The yacht club is a destination, and doesn't appear to have been considered in the proposal, which caters for persons passing through and who don't use the area. I note that your graphs quote 53% strong support, but around 60% live or use the area for other purposes such as recreation. How many of those support this proposal? Catering just for those who pass through is unfair on the rest of us, particularly those who have to travel with equipment such as life jackets, which cannot be easily carried by bike, and for which the bus is too time consuming and circuitous..

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	
Riding bikes?	Don't know
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Don't know

Why do you think that?

Don't know what they might use as an alternative which emits just as much

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

NAME: nicholas booth	SUBURB: Melrose	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Prioritizing people and public transport over private cars will allow improved access and public spaces. Consideration must also be given to those who have no choice other than private cars.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Making spaces that separate active modes of transport from cars AND that prioritize mass public transport over cars will encourage mode shift AND make the environment much more enjoyable to be in.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Frances Ross	SUBURB: Highbury	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

There is a well-established community of swimmers at Hataitai beach, most of whom drive to swim. Most are elderly, some have disabilities. Swimming is a very beneficial form of exercise. Parking is essential - but the plan proposes to substantially reduce parking hence making this much less accessible.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Public transport needs to be greatly improved to entice people out of cars - many of us do not wish to cycle, and let's face it, Wellington with its hills and bends is not Amsterdam. So non-cyclists will continue to use cars. ALSO> I am a walker. I resent the way you group walkers and cyclists in many of these questions. the

needs are not all the same. And if I answer in favour of walkers I am also giving a tick to cyclists when I don't necessarily wish to do so. For example the nesxt question - it's quite safe to walk at present.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Low importance

NAME: Casey James	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Encouraging active forms of transport will reduce reliance on cars etc

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Grace Thomas-Edmond	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

As a person who cycles into the city as part of my commute, my main concern is having a separate bike path so that bikes don't have to share the road with cars or share a narrow pavement with pedestrians. I think that this will improve the experience of all users.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

I think that better cycle routes will enable more people to safely cycle into the city.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Kimberley Sowter	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

You are making it very difficult for those of us that drive to have access to the city, beach etc So less people will go into the city to spend money. You are also making it hard for people who live in the area to park there cars as sadly most places don't have off street parking this will make it very stressful for those living in the area

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Pippa burch	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Having buses at bus stops stopping all traffic is ridiculous! No car parks at hataitai beach is ridiculous. You guys need to wake up that not everyone can walk or bike. And btw when you have narrowed the roads and created cycleways why do cyclists still ride on the road and slow motorists???

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Because not all of us can ride bikes and when cyclists and buses stopping in the road mean that motorists are held up, we are therefore creating more emissions

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Andrew Williams	SUBURB: Southgate	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Any thing that makes it safer and easier to cycle will result in increased cyclists and perhaps encourage users to travel further by bike. Keeping pedestrians and cyclists apart makes it safer for both groups and make it a more pleasant area for joggers also

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: James	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Architecture that can be skated e.g benches, rails hips, ledges, manual pads, transition, ramps etc

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Bianca Grizhar	SUBURB: Aro Valley	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Consider making the whole street 30km/h speed limit to make it safer to cross the roads, and discourage people driving there to avoid tunnel traffic. Higher bus frequency

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

I've seen it happen when living in Europe (Berlin specifically, but also Amsterdam, London, Edinburgh)

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Roland Sapsford	SUBURB: Aro Valley	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please avoid bus stop removals. As someone who rarely but regularly (ie months apart over some years) needs to catch a bus late at night along this stretch, removing more bus stops would make life hell.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Slower smoother driving by people in cars with people making more use of cycles, walking and possibly public transport for trips they currently do by car.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Yvette Southorn	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Biking and walking will be safer and a more enjoyable experience once the cycle and walk ways are fully connected and improved.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Luke Southorn	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Do it once, do it well. Plenty of clear signage demarcating pedestrian and cycle lanes.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

When cycling is safer more people will ride a bike. Combine that with the growth in ebike options and you will get substantial growth in the number of bike riders. This route is a significant corridor for commuters from the Eastern suburbs into town and back, so there is a lot of untapped potential.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: carol Wahrlich	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Your questions are not letting the public voice their opinions on City priorities and value for money on rates spend. I strongly oppose the proposal as more cycleways will NOT support the current needs of the City

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Don't know
Riding bikes?	
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Don't know

Why do you think that?

Cycling is not a viable option for doing business in the City such as shopping and doing business cross the City.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Dr Marion Leighton	SUBURB: Newtown	ON BEHALF OF: Doctors for Active, Safe Transport	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please ensure there is a physical barrier between the pedestrian footpath and cycle lane. If it is just different colour tarmac then pedestrians tend to wander all over the cycle lane driving cyclists back onto the road.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Anything that helps encourage people to use non-private car transport will help our emissions. Making the space feel safe for people on bikes and foot will be great.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: stuart gardyne	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

encourages commuter cycling, scooting and recreational running, walking etc.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Caroline Shaw	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I bike up Rata Rd frequently from Evans Bay and also down Belvedere Rd- there needs to be a safe way to get from the bike path across the road so you can access these roads. I use an ebike so the steepness is not really an issue, but at the moment getting out from these roads onto Evans Bay feels very unsafe. This will only get worse with more people using the cycle path and wanting to get to and from these roads. There also needs to be more attention paid to preventing people parking on the cycle path- bollards etc. Parking on the footpath is normal practice around this part of Wellington- designs need to anticipate and prevent this.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Evidence is clear that people who cycle and walk produce less transport emissions and also that joined up high quality networks of cycleways and walkways increase active transport

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Christine Hope	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Ensure the safety of the tamariki attending the childcare centres, parking and accessibility.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

More access for bikes around the bays

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Neutral

NAME: Barend Craig	SUBURB: Northland	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Yes. Dial back the emphasis on satisfying the needs of cyclists. Properly fix (not patch) the creaking water infrastructure first.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Don't know
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

A lot of people who traditionally access this area for recreational purposes (eg. sailing, fishing) will not be using bicycles or walking just because all the car parks are taken out. Bicycles have definite limitations, let alone the issue of what constitutes personal choice. Clearly the intent is to drive certain forms of recreational behavior away from one of the last areas of the harbour not already similarly constrained. But

what will likely happen (certainly in my case) is that two vehicle trips will be made - one to drop and one to pick up.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Dion Thomas	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Barry Mahon	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Andrew Green	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Seems to me alot of public parking will be removed. How will some folks access these areas if public parking is denied to everyone? Is this area soon to be only for those who are able bodied? The bus stops are in traffic, so when a bus stops, everyone else will be forced to stop as well, increasing carbon emissions and frustrating drivers all at once. We need many modes of transport, not just cycling and walking. Roads such as the one around Evans Bay are not just for recreation, but for all needs. Let's chase solutions which don't marginalize one group to the benefit of another? There's gotta be a way. We're getting closer

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Very negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

Loaded wording and a terribly one sided question.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important

NAME: Lorna Zach	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Please see attachment. As a keen bicycle rider, bus user, walker, yacht club member and car driver I think this plan will have a negative impact. It needs to be better thought out.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

See my attached submission. Your bike lanes designs are making it more difficult for me to ride my bike safely and to enjoy this public area. Start by making the roads safer and then you will make bicycling safer.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

I am a heavy user in this area from Cobham drive through Greta Point, and onwards to Point Journingham and beyond into the city. I ride my bike through this area daily (wind, rain or shine), I drive my car to the Evans Bay yacht club and park it to haul gear for sailing. And I walk to Cog Park and Hataitai beach and enjoy these areas.

Bike path – bicycle user

The current design of the bike path is inappropriate for conditions and makes cycling more hazardous for me. I would prefer a narrower bike path and a wider road. As a bicycle rider, it is safer and easier for me to ride with traffic on the road for 3 reasons:

1. **Strong wind hazard:** The often strong northerly wind coming across the harbour makes cycling hard work so that when riding into town in this northerly, it is easier to ride on the road closer to the cliff face. Less wind here. But the wide bike path has made the roadway narrower and this makes it more hazardous to share the narrow road lane with cars, especially in a strong wind that buffets cyclists.
2. **Road crossing hazard:** I also prefer to ride on the road because the bike path design requires me to cross the road in two places. If I cycle on the road, I don't have to try to cross the road twice. Again, this makes it easier for me to cycle on the roadway, but the widening of the bike path has made it more hazardous for me to cycle on the narrower roadway.
3. **Pedestrian hazard:** Even where the bike path has been widened, pedestrians walk all over the place --oblivious to what is around them, often wearing ear buds - using noise cancelling. This makes it hazardous to ride a bike on the bike path for fear they will walk in front of my bike, particularly when I am cycling at speed. Such a collision has already happened to me.

I suggest the bike path be narrowed so the roadway can be wider. The current width is unsafe and impractical and makes car parking an issue as well as cycling safety.

Roadway parking – car user

While I enjoy bicycle riding, I also enjoy being able to use my car when my bicycle can't service my needs. For example:

1. **Hauling gear:** My car is great for hauling gear to the yacht club. This bulky gear would not fit on my bicycle and especially when it is windy would catch the wind and make cycling hazardous. The bus is also impractical to use to haul gear. I will greatly miss having access to parking space near the Evans bay yacht club. I don't know what I will do.
2. **Injury to my knees / feet or old age:** When I have hurt my knee or ankle and am on crutches, I am unable to cycle or walk. The closest bus stop is 4 blocks away from my house in Kilbirnie. Uber is expensive for daily use. Being able to drive a car and park it near the Evans Bay `parks or yacht club is important to me under these circumstances. It is also important as I grow older to the point where I may have difficulty walking or cycling.
3. **Transporting elderly friends:** I have some elderly friends who find it difficult to walk or cycle. I enjoy helping them get out but must transport them in my car to these places and park it.

It would be helpful to narrow the bike path so that car parks are still available. Certainly resident car parks on the roadside will be the first priority and during a busy weekend, there

will likely be little room for additional car parks for yacht club members or those of us who just want to enjoy the area.

Walking to Cog Park and Hataitai Beach

I like to walk or bike or drive to both Cog Park and Hataitai Beach. If I am taking family, friends and guests, -- particularly **elderly friends** or **friends with babies**, they often do not have bicycles available so we go in one car. But you are removing car parks. This means we will not be able to enjoy these places with friends and family. You are essentially removing my access to these public spaces.

NAME: Teresa Maguire	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Ensure there are pedestrian crossings adjacent to bus stops. Find ways for cyclists in particular and also pedestrians to cross safely up to Belvedere and Rata Roads. Include places to lock up bikes along the way. Motor homes and camper vans should be required to park in the camper van area NOT on the road side. make sure there is a barrier between the bike path and the road - paint is not protection. work with EBYC to look at ways to make use of the vast vast amount of concrete space that is used to store boats for parking cars. For example are there boats there that haven't moved in many years? How much is charged to park a boat there? Are there other configurations that could be used to maximise the space there? Etc

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

This path will encourage more people to walk or cycle to and from the city rather than use their car.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

How important is it to have a connected and complete network of biking routes across the city?

Very important

NAME: Nicci Wood	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Dont rip out any coastal vegetation like you did round Jerningham- chopping rocky outcrops down and removing established coastal flora. I dont think you are on the coastal edge in this section, but please don't be as destructive. I'm not in support of the self-sown trees in the retaining walls and low seawalls around the marina area being removed, and would like to see more commitment to this line "More trees could be added": "Will be" added please!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

to get people out of their cars you need a viable, reliable, cheap PT service. That is work in progress. I dont think this project is going to get more people onto the bus. It will get more people cycling. But I think the carbon belching bus, freight and car traffic round the bays will remain similar.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Richie Pool	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

Consider skateboarding in the area please, smooth concrete, banks, ledges, gaps can all be incorporated into the design, use good/strong materials that will handle skateboarders and still look appealing for the public. Plenty of examples of this being done successfully around NZ (Auckland or Napier) and even more worldwide!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Kate Duckworth	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Please do not remove the bus stops and take away parking.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very negative
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Encourage people to bike and walk instead of taking cars or buses. I hate riding my bike on the road so any chance to stay off the road and on a dedicated bike path is a win for me.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: JM	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

940

NAME: Nick Bates	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The vast majority of people drive, and making it harder to drive doesn't encourage people to use bikes or walk, it just annoys them

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

It'll make traffic slower hence higher journey times and more pollution

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

941

NAME: Toby Gee	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Encouraging more bike and pedestrian use

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Ingrid Kolle	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

There needs to be more physical segregation from the roadway, to stop vehicles parking on the path. Standard curbs are inadequate to stop many of today's heavy vehicles. We would hope there is also a continuation of some of the great treatments from the Cobham Drive path. Bollards or similar may be needed in some locations.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Chris	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

A 30 metre solid yellow centre line should be used around the NIWA and Yacht Club bus stops to strongly discourage motorists from overtaking a bus in or before these bus stops. Since buses will be stopping in the traffic lane for these bus stops, and motorists driving behind a bus in these situations will have limited visibility anyway, the road must be designed or marked in a way to prevent motorists from performing a dangerous overtaking maneuver and causing a head-on collision.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

The city must encourage more people to use bicycles and public transport, instead of having people rely on private cars. Having purposely built and separate bike lanes that are connected to a wider city network will encourage more people to use bikes, and the proposed changes to Evans Bay will provide a missing link to the current cycling network today. Having well designed bus routes, with frequent service, and close walking distance from where people live will also encourage people to use the bus more. The proposed changes should encourage people living in or visiting the area to perceive public transport as a more viable and attractive option than driving.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?	How important is it to have a connected and complete network of biking routes across the city?
Very important	Very important

NAME: MARY BARR	SUBURB: Te Aro	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Ensuring the safety of pedestrians who need protection from bikes and cars both going at speed

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Getting people out of their cars has to be our priority

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Ian Armitage	SUBURB: Tawa	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

No specific suggestions; the proposals are firmly supported.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Peter Hodge	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I think what's proposed looks great. It will be a marked improvement for walkers and cyclists in particular.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

It should provide people with the ability to walk and cycle safely.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Anne Cawthorn	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Important to have alternatives to cars, and infrastructure that makes people want to use those alternatives. This will help address sustainability and environmental challenges in the future.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Michael Brown	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Very negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

People will still use motor vehicles

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Tim Cookson	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

The more we encourage cycling, the lower our emissions will be.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Dunn	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION:
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Kenneth Marshal	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Spend the dollars on fixing infrastructure, the rest can wait until it is affordable.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Don't know
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Not important

NAME: Christine	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Just use road marking instead.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: Rod Page	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Don't waste any more money and tell the truth about costs, not like the Island Bay fiasco.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Don't know
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Don't know

Why do you think that?

Just answered that!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Not important

NAME: Bart Simpson	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Neutral

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Because you take sooooo long to build your contractors probably emit more pollution in building your grand bike lane. If you are lucky and do not again under budget and overspend (highly unlikely) might be completed in 2026.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Shiree Hart	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Bikes do not use the cycle lanes now. Where will residents and visitors park who visit residents on Evans Bay Parade. I counted 200 cars who clearly parked as they live near by for the night. Where do they go?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

It's far too skewed to cyclists. Where do electric cars get a vote?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Adrian Rivers	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

You are reducing the parking and that will make it to hard to find a park, stopping people using the area for recreation

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Jed McDermott	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Richard Edwards	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Improving facilities for walking and cycling will encourage and increase use of these active transport approaches and reduce use of vehicles and emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Silke Koepf	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

You say you want to take Bus stops away and that everyone will easily be able to walk the 5 minutes more. Not people with young kids or disabilities though also not the elderly community or someone carrying home groceries via bus! People buy real estate with public transport in mind. Some people have bought houses with the fact in mind that there is a bus stop close to their home. Taking away parking all together is just making Hataitai beach inaccessible for a lot of people. Walking is already good around the area so I don't think it will improve the feel. Having a two way cycle way where the bikes give way to pedestrians (haha) will just negatively impact on the walkway as well. Making buses stop in the road won't work like overseas unless drivers and people are retrained. Overseas people get on and the bus takes off the driver doesn't wait for people to sit down, you can't lay at the driver at all overseas in most countries so all of this makes for a quicker take off. Try timing how long a bus sometimes remains at a stop at a busy time of day especially on a weekend where people take them who are not taking them daily. You also have not factored in tourists at all who will come back and get on and ask the driver a question, not have the exact change etc etc. it's just not going to work. I think this change will change Wellingtons accessibility for the worse for everyone. I'm a keen cyclist but have had an accident (not while cycling) in which I broke both my elbows and more. So currently I'm using driving Miss Daisy or friends who take me to places like Hataitai beach for a walk. I can't walk for long due to my concussion and a lot of other things. Of you go ahead with these changes you will cut off a lot of people from the access! I'm all pro biking but people in Wellington are not ready for a two way lane! There was a very long staged approach overseas for these cycle lanes as accidents between cyclists at very high speed started occurring when one went out of their lane too much. I also think that with the wind hitting the bays so hard I usually go via Newtown as it's the more sheltered way to go we even go that way with our kids. I'm hoping lots of people will oppose. This is a bad change for our city.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Very negative
Riding bikes?	Very negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative

Working/owning a business in the area?

Very negative

Living with mobility or accessibility issues?

Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

I,Ãve already answered this but the buses stopping in the middle forces cars to stop ergo more emission stopping and starting. People will drive back and forth in circles to find a car park.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Important

NAME: David Laing	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Consider how cyclists can safely cross the road to access Rata and Belvedere Road. Connections to Hataitai at the Cobham Drive end (particularly for cyclists), as this is very challenging currently. What can be done to mitigate parking loss, particularly outside the sailing club? Could this be an opportunity for the sailing club to give up some long-term storage of boats that are rarely used in favour of parking (perhaps paid) for sailors? Could there be an opportunity for shuttles to bring sailors from somewhere else with more parking nearby? I liked the sailing club suggestion of a light to warn footpath/cyclepath users about cars coming out of the club. Make sure there are pedestrian crossings near to the bus stops. Make sure that parking cars can't encroach onto the cycleway. The rationale for removing the advanced stop box at the Cobham Drive end is unclear. In particular, where do cyclists who want to turn right go?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

I believe that there will be more people who will be willing to give active transport a go, if they have a protected facility for all (or most) of the route. This means that they will forego vehicles using fuel, so less emissions.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Andrew	SUBURB: Thorndon	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Ease of driving and parking should be a very low priority

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Darrin	SUBURB: Glenside	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

All adult cyclist need some sort of rego on there bike. Some way to pay.. If not they don't deserve any thing

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Climate change is a joke. It's all made up. Cyclist don't deserve anything until they have some sort of paying rego.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Not important

NAME: sara rogers	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

please consider not removing trees. We can design around trees, especially large established pohutukawa.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

hopefully improved foot and two-wheeled access and attractiveness will make the area less attractive for cars and make other ways seem more possible - especially good to make catching buses even easier.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important

NAME: Angus Middleton	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Safety around driveways crossing the cycleway to the main road need to be thoroughly worked through. Need to consider parking restrictions carefully as it's evident many cars belong to those who live in the CBD area (with no carparks) and "store" their cars around these roads.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Having spent much time overseas I have seen the benefits of these types of projects to the city and am glad that Wellington has embarked on schemes successfully introduced in the top rated healthy and happy cities in the world.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Nathan	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: C	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Removal of the 28 parking spaces at Hataitai Beach is a real shame. In the summer the local community come together here. This is going to be difficult without adequate parking. It is dangerous to expect families to cycle up and down the extremely steep Rata and Belvedere Roads to access the beach.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Don't know

Why do you think that?

Making it impossible to park is not the right approach, just creates resentment and divisions. Most of the cycling I see locally is recreational not commuting.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: Sebastian Johansson	SUBURB: Wellington Central	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Remove more on street car parking as these really are not needed along this route and would send the right message that Wellington wants to truly be a liveable city for walking and cycling,

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More people will feel safe to actually walk and cycle and with good pedestrian routes more likely to walk to a bus stop to catch a bus as well. More liveable feel to the city

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Ciaran O'Kelly	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Dani	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

The amount of people who use the area where a majority of parking has been taken between hataitai Beach and Evans Bay yacht club. For example the sea scout hall which is losing all the the parking infront of it. During pick up and drop off times all parks up and down the street are used to safely pick up and drop off children. With upto 50 youth members there on a night even if half of them carpooled thats still over 20 cars that need to be able to park. Not to mention the volunteer leaders who come from near and far.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

We have far bigger problems that could be fixed instead. Wellington is an incredibly inaccessible city for people who use mobility aides like walkers and wheelchairs

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Phillipa Guthrey	SUBURB: Mornington	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Elizabeth Barnao	SUBURB: Newlands	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More people are likely to cycle if the roads feel safer. I have only recently started to cycle because i have a okay cycle network along my commute. I would cycle more if the networks were connected up and have heard these same views from others

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Sam	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Please do consider the implication of parking for resident in the surround area particularly those with small children and pets which is already dangerous having to cross the roads due to no street parking and this proposal will make it even more difficult and dangerous. All of the pillage from the freedom campground and people parking for and extended period of time to go to the airport and there are lots of vans that park up along the street for weeks to avoid the campground fee etc... is already a real big issue for the surrounding resident!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

The current biking infrastructures around the proposal is already adequate and the "additional facelift" is not sufficient enough to warrant the sources as well as the damage and suffering of the lost of parking, spaces and emotional stress of the surrounding residents.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Jeremy Baker	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Rawiri	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Just do it!! enough consulting already! Climate change is real and we need to stop wasting precious time! Be the city council that makes a tangible difference to global warming! We are past the stage of consulting we just need positive change and action! Fast!!!! Thank you.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Do it!!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Luke Petterson	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

The idea of a cycle way and separate foot path is great like what you have towards jerningham point however I think there are still the following issues to be looked at: 1. Removing the median strip in centre of road outside Greta point is silly as sometimes you wait a few minutes to turn into the apartments there and no median strips means holding up traffic. 2. No ability to pass buses when at stops. This causes traffic build up whilst bus is picking or dropping off patrons. 3. Removing bus stops can make life harder with people who have mobility issues. 4. Removing car parks is a terrible idea. Often it is impossible to find a car park around this area. IWL would safely assume that most households have more than one vehicle as a significant portion of residents in the area rent rather than a one car family home

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

People are still going to have cars. Yes ideally use them less but if the proposal takes away car parks that means people will try and park nearby clogging other peoples parking areas.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Neutral

How important is it to have a connected and complete network of biking routes across the city?

Neutral

NAME: Colin	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Low importance

NAME: Erwin Kerbus	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More people will use bikes to commute instead of cars given the proposal will make it safer for bicycles

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Julie Anne Genter	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

People not in cars have a right to get around safely. The safe movement of people must be a priority for public space, over storage of private property (ie car parking.) The right of people to live safely without a car should not be compromised to avoid a slight delay for people in cars.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Making it attractive for more people to travel in energy efficient as well as low emissions ways is the best way to reduce emissions from transport.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Peejay wybrow	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Making shared paths suitable for skateboarders

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Less emissions is a positive thing

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Caroline Vincent	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

It will help people choose to walk or bike as it will be much more attractive to do so.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Helen Bibby	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Don't know
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Don't know
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Amanda	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Nicholas wienand	SUBURB: Te Aro	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important

NAME: Mike Hood	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

I,Äm happy with cycleways but strongly opposed to car parking being taken away from recreational users of the beaches, boat ramps, sailing clubs, swimmers, windsurfers and residential properties.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

NAME: Frances Velvin	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION:
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Not important

Not important

NAME: cameron	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

considering keeping/adding car parks rather than removing more of them, it's hard enough getting a carpark as it is, yes it's good opening up access for walkers and cyclists but people who come from out of the area to do recreational activities can't walk with all the gear or use public transport so by removing/limiting carparking you're just forcing people to do it elsewhere not in Wellington

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

it'll slowly kill businesses and organisations as it'll be harder to get into the city, unless the public transport in the city has a huge overhaul and improves

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Important

NAME: William Hines	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Make it easier & safer to bike/walk for hesitant people to reduce their vehicle dependency

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Shar	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Don't know
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

You need more than cycleways to make even a dent in the impacts of climate change.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: James Harris	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION:
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Child-safe and child friendly. This is the best route for young kids to learn to cycle into town

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Great commuting route - can shift many people away from daily car travel

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Tina	SUBURB: Melrose	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Yaght club needs car parking spaces

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Neutral

Neutral

NAME: Tim hawley	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

From the point of view of sailing in evans bay this is a total disaster

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Neutral
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very negative

Why do you think that?

Totally restricts access to the yacht club for members

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Low importance

NAME: Dylan Packman	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Protected cycleways on this route are long overdue. The harbour edge is a jewel for people walking and cycling and we need the parts of improvements already completed connected to form a network. I remember riding around here on the footpath with my mum around 1989 and she was hit by car driver pulling out of a driveway, so I'm pleased to see this finally being made safer.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

We need transport mode shift

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Liam Harrison	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Would be great to have a separated cycleways through this section as removes bikes from the road and footpath, improving safety for pedestrians, people riding bikes and other road users, while encouraging more people to engage in healthier modes of mobility like bikes

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Providing the infrastructure that supports or encourages people to choose active transport options such as riding a bike. Reducing congestion on the road for buses to be more convenient/efficient modes of transport for people

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Al	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Negative
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Neutral

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Low importance

Not important

NAME: murray Thomas	SUBURB: Mornington	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Hi Have been a member of the Evans Bay Yacht Club for over 30 Years, Removal of the on street Carparking will have a serious effect on the Club, the Club relies on this parking for our Weekly club Sailing. As an alternative rather than having both the cycle way and footpath at "street Level" from the Club House at 447 Evans Bay Parade to Cobham Drive could one be lowered and run where the 1st row of Boats are parked against current footpath wall and continued through the Marina Carpark again on the seaward side of the Current footpath fence, thus retaining the existing on street parking. while this would result in the loss of some Boat Parking the effects on the Club and residents would be less than the loss of the Carparking. As a separate issue could the current little used grass area between Cog Park and Hatatai Beach be converted into a car park for those wanting to use Hatatai Beach

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	
Working/owning a business in the area?	
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

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How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Jack Roy	SUBURB: Northland	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Make sure there's sufficient room for both bikes and footpath users to be properly seperated from each other

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Hopefully it will lead more people to bike!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Nik Zahariadis	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

It is time to go back to "basics"!!! Stop planning enhancements and FIX the big issues we already have ... like sink holes, roads with uneven surfaces and many other unfinished road issues - time to get real and truly "go back to basics"!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	
Using the bus?	
Riding bikes?	
Recreational users? e.g. people sailing, kayaking and swimming in the area	
Driving vehicles/or riding motorbikes?	
Living in the area?	
Working/owning a business in the area?	
Living with mobility or accessibility issues?	

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Negative

Why do you think that?

Will create many more issues in the process of getting something done that it is not really a priority at this stage!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Neutral

NAME: Elodie Berthe	SUBURB: Houghton Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Elisabeth Mikkelsen	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Safety - especially for children cycling

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Because at least this part of the Oriental cycleway will be safe even for children

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

1000

NAME: Jeff Zais	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Neutral
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

I bike along that route every work day. This will make it easier for bike commuters, and encourage more of that transport.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

1001

NAME: Andrea Goethals	SUBURB: Northland	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

More people will be able to commute and generally get around on bike and foot

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Mick Brady	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Safer cycle routes are necessary to getting more people on bikes and out of cars

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

1003

NAME: Jane Nicholson	SUBURB: Wellington Central	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Fewer bus stops means disabled people will have to travel further to get to the bus Consider tactile displays for the bus stop locations Consider having bicycle infrastructure and pedestrian infrastructure at different heights to discourage traversal between them Consider ways for traffic to pass buses while onboarding passengers, unless you expect dwell time to be extremely short

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

Buses will not be sufficiently encouraged by these changes and I am not convinced given the wind that cyclists will always find it a useful route.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Catharine Underwood	SUBURB: Brooklyn	ON BEHALF OF:	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

jkb

I am writing in about the proposed changes to Evans Bay parade. I went to fill in a survey on line, got as far as my name, suburb, age group and pressed next. Then I got a message saying thanks for letting us know what you think. I didn't get a chance to say what I thought – not impressed.

I would like to speak to my submission please.

I understand what the council is trying to do but don't support the way that it is being done. There is too much listening to the cycle lobby and not enough consideration of other users. Cycling isn't the silver bullet. The council should be more focused on bus priority lanes (which shifts more people), a reliable bus service and less money spent on the 76% who 'could cycle' not 'would cycle'.

I do not support the current design proposal.

- Once again the council is putting cycle lanes ahead of every other user of the space.
- There is a lovely bit in the blurb that says "Confident riders and recreational groups may still choose to ride on the road". This is a joke especially when the aim of the project states "To make the cycle lane accessible by all ages and abilities". How does this fit when the road has been made more dangerous for all users and using the cycle lane isn't a viable option.
- The design ignores the safety of confident and recreational cyclists with the creation of pinch points. The very thing the Brooklyn Road cycle lane was introduced to supposedly make safer. Yet, here is the council actually introducing pinch points. This will pitch cyclists with cars, buses and trucks as well as oncoming cars, buses and trucks. Extremely dangerous.
- This design also exposes cyclists on the road to verbal abuse by drivers and passengers of vehicles that can't get past the peloton travelling at 30-40kms. These cyclists are not catered for by the cycle lane.
- The designers seem to have forgotten that this is a major route for dangerous goods. Those trucks can't use the Mt Vic tunnel. The road will be so narrow (not sure that it meets the minimum lane width) that it will be interesting to see how a bus and a truck get to pass each other. Particularly when faced with a cyclist on the road at the pinch point.....
- Not sure the picture showing the road narrowing to almost one lane with pedestrian refuges sticking into the road and a speed bump is good design on a major road. Surely this isn't the proposed design? This is sounding like two wheels good, four wheels bad.
- Why is the council supporting the removal of bus stops? Surely the point is to have more of them to encourage passengers to use them. The upgraded bus system has actually resulted in more car journeys in my area because the system is unreliable.

- Poor consideration of all other users. This design will severely impact swimmers, kayakers, fishers, paddleboarders, sailors, walkers, businesses, residents, cyclists and the clubs that support these activities. Not very community minded by the council.
- This will make it more dangerous for those pulling out onto the road from the yacht club, homes, businesses.
- Raised pedestrian crossings don't make sense on what is ostensibly an arterial route. It only encourages pedestrians to walk onto the road without looking. It plays havoc for those confident and recreational cyclists. If you want to reduce speed why not just lower the speed limit? This approach is like using a wrecking ball to demolish a sandcastle.
- Removing too many car parks. If there was more parking on the seaward side, then fewer people would need to cross the road.
- There is no allowance for those cycling to/from the side streets. The design is based on a Miramar to the city journey and doesn't allow for those wanting to take side trips. How does a cyclist access Rata, Belvedere and Maida Vale roads safely from the cycle lane? How does a cyclist get from these side roads onto the cycle lane? Put the cycle lane on road in the direction of travel at the very least.
- I am not a fan of two way cycle lanes. I am a confident and experienced cyclist but am terrified by those 'head down, must improve my last time, pass everyone else' cyclists that don't give a fig for any rules, anyone else and can't keep to their own lane. If you have 2 cyclists coming at each other at 25kms/hour and that's quite a collision when one is on the wrong side of the cycle lane because they are passing someone slower. I'd rather take my chance being abused on the road.
- There should be no removal of existing trees. To do so smacks of bad design. I thought this council was a green one. It is possible to design around the trees. We are always being told about 'good design'.
- Please make any planting less boring than the planting plan along Cobham drive. This is the most uninspiring planting I've seen in ages.
- Please make any lighting adhere to Dark Sky Lighting rules. This will still provide light AND protect the biodiversity/environment which are all impacted by climate change about which the council has declared an emergency.
- Please forward a copy of the independent safety audit when it is available.

I cycle everywhere (in all weathers) and occasionally drive. I am not satisfied that the proposed design makes it safer for me as driver or cyclist. It does not encourage me to consider using it.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	
Using the bus?	
Riding bikes?	
Recreational users? e.g. people sailing, kayaking and swimming in the area	
Driving vehicles/or riding motorbikes?	
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

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Why do you think that?

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How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?	How important is it to have a connected and complete network of biking routes across the city?
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NAME: Nathan	SUBURB: Wellington Central	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

1006

NAME: Mona Oliver	SUBURB: Lyll Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

I want to make sure the footpaths are wide enough. Some of the new sections that have already been built are not very wide and result in pedestrians going into the bike lanes. This is especially important when social distancing is required.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Because people will walk and cycle more. Personally I'd start biking instead of taking the bus.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

From: [REDACTED]
To: [REDACTED]
Subject: FW: Evans Bay Parade bike paths project consultation
Date: Thursday, 14 October 2021 3:44:26 pm

[REDACTED]

Subject: Re: Evans Bay Parade bike paths project consultation

Hilary: your on-line forms require too many decisions from a 92 member Body Corporate!!

Here's what the Greta Point BC can agree on:

- timely notification of the proposal appreciated
- pleased that existing parking in the vicinity of 305 EBP has been retained
- query the P120 in Zone 5 [4 parking spaces opposite the GP cafe] be 8am-6pm Mon - Sun [similar to that near Marrakech cafe] to allow overnight parking
- that efforts to: maximise overnight parking availability during, and minimise time taken for, construction would be appreciated
- as would a review to maximise parking in the vicinity of Cog Park [EG angle parking?]

Many thanks again for the efforts both you and Lyn have made to keep us informed - much appreciated.

cheers - Frank Wall

[REDACTED]

Kia ora Frank

Unfortunately, because of the lockdown, we have had to delay the consultation by a week. So the consultation period will now run from 14 September to 12 October.

The drop-in sessions have been cancelled. Even if we were at Alert Level 2, we don't think it is practical to host in-person drop-in sessions. To make up for this we are planning a second online engagement session – the date and time of which is to be determined. The first online engagement session scheduled for 21 September, 7:30-8:30pm, will go ahead.

Please keep an eye on www.transportprojects.org.nz/evansbay from 14 September for more details.

Kind regards,
Hilary

[REDACTED]

NAME: Emma Alcock	SUBURB: Aro Valley	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Rebecca Hollingsworth	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

Your design has not considered how people use Hataitai Beach. As a swimmer, I use Hataitai beach over summer for long swims and leave my gear in the car close to changing rooms while in the water. This proposal would make it much more difficult to do this (and probably require a togs/undies walk along Evans Bay). But among the ocean swimming community we also have swimmers with disabilities - this design would make it impossible for these swimmers to use this beach with not even a drop off zone provided for.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Don't know
Working/owning a business in the area?	
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

1009

NAME: Dan Hunt	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Don't know
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

1010

NAME: Egor	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Ensure cyclists have sufficient space so that it does not become dangerous for younger riders.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Very Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

People will want to use alternative modes of transportation if it can be done in a safe an efficient manner.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

1011

NAME: Elric	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Will 100% put more people on bikes!

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Peter Hayman	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

1013

NAME: Jill Ford	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

This is long overdue as current situation is dangerous for people on bikes. Majority of residents have off street parking and much of parking on seaward side is free all day for presumably people at NIWA (!) or catching buses (!), and mobile homes, commercial vehicles. PLEASE make the public fountain very colourful and visible. I lead RefillINZ and fountains in Wgtn are often hard to spot being brown or grey.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Don't know
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

Improved infrastructure for active and public transport making it more convenient and safer to use these modes of transport rather than private vehicles, whilst also supporting the businesses.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Kylie Barlow	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Very positive

Why do you think that?

1) the urgent need to reduce pollution, especially NO2 and particulate matter, which affect lung function and breathing, worsening respiratory diseases including asthma in children and COPD in adults; 2) the urgent need to improve health outcomes related to inactivity; 3) the urgent need to reduce motor traffic collisions; 4) the urgent need to reduce carbon emissions in our attempt to avoid catastrophic climate change. Climate change is the single greatest threat to life on Earth. We can dramatically reduce the danger

by cutting carbon emissions from motor traffic. 5) the need to reclaim neighbourhood streets for pedestrians and communities and to make safe welcoming, inclusive spaces for all residents, especially children.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important

NAME: Chris Sutcliffe	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION:
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Is there anything specific you would like us to consider when looking to make changes to the area?

As a user of the boat ramp and facilities at Evans bay yacht club and a member of the fishing club, I object to the removal of carparks for the proposed cycle way. Another waste of our money for an unnecessary cycle way when our infrastructure such as waste/storm water and public transport could be better served.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

<p>Walking in the area?</p> <p>Using the bus?</p> <p>Riding bikes?</p> <p>Recreational users? e.g. people sailing, kayaking and swimming in the area</p> <p>Driving vehicles/or riding motorbikes?</p> <p>Living in the area?</p> <p>Working/owning a business in the area?</p> <p>Living with mobility or accessibility issues?</p>	
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Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

NAME: Chris Fry	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION:
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Is there anything specific you would like us to consider when looking to make changes to the area?

Hilary, thank you for your letter dated 9th September on consultation for the proposed stage 2 of the project for the connection of Greta Point to Cobham Drive. My wife, adult daughter and self are residents on Evans Bay Parade near Cog Park. I found the consultation document very informative and I see that some changes have been made on the basis of previous consultation. I support the proposed changes, and in particular the raised pedestrian crossings, a dedicated footpath/2 way bike path through Cog Park, and increased car parking at Greta Point and Cog Park. This latter point is of importance given that the Greta Point cafe is a vital local meeting place for the local community. I do not believe that the reduction of bus stops is a concern, given that bus transport times as a consequence will be improved. If you wish to discuss the matter further please contact me [phone number redacted].

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

<p>Walking in the area?</p> <p>Using the bus?</p> <p>Riding bikes?</p> <p>Recreational users? e.g. people sailing, kayaking and swimming in the area</p> <p>Driving vehicles/or riding motorbikes?</p> <p>Living in the area?</p> <p>Working/owning a business in the area?</p> <p>Living with mobility or accessibility issues?</p>	
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Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

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How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

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NAME: Frank Wall	SUBURB:	ON BEHALF OF: Greta Point Body Corporate	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

<p>Walking in the area?</p> <p>Using the bus?</p> <p>Riding bikes?</p> <p>Recreational users? e.g. people sailing, kayaking and swimming in the area</p> <p>Driving vehicles/or riding motorbikes?</p> <p>Living in the area?</p> <p>Working/owning a business in the area?</p> <p>Living with mobility or accessibility issues?</p>	
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Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

NAME: Howard Davis & Kim Eriksen	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

<p>Walking in the area?</p> <p>Using the bus?</p> <p>Riding bikes?</p> <p>Recreational users? e.g. people sailing, kayaking and swimming in the area</p> <p>Driving vehicles/or riding motorbikes?</p> <p>Living in the area?</p> <p>Working/owning a business in the area?</p> <p>Living with mobility or accessibility issues?</p>	
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Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

From:

To:

Cc:

Subject:

Date:

Submission on Evans Bay Parade cycleway

Thursday, 14 October 2021 4:54:26 pm

We strongly oppose the proposed cycleway development in relation to the area south from Greta Point to Cobham Drive.

My partner and I are residents of that part of Evans Bay Parade. I have been resident there for 25 years. We park our car outside or near our house on the west side of the Parade. We have no garage. Many of our neighbours are in the same position. Each evening the west side of the Parade is full of cars of residents and visitors and there is an overflow onto the sea side of the Parade. If we are late home in an evening (after 6.00 pm) we need to park on the sea side of the Parade.

This is just on normal days - on yacht club days or just days with good weather for recreation - both west and sea sides are often full (see the attached first four photos as examples).

The proposal, in our area, eliminates all car parks on the sea side of the Parade. In this area we need some provision for carparking on the sea side especially for the residents, yacht club users, Sea Scout members and recreational water users.

We were disappointed to hear at the recent online consultation meeting that no parking survey or plan had been done and that resident's parking was a low priority. The residents are ratepayers and their welfare should be important to the Council. Not being able to park near your residence is a major problem and something the Council should work hard to avoid.

This would not solve all problems but once the parking survey and plan was done - if the proposal proceeds largely as consulted - designated resident's parking zones for this area should be introduced. Otherwise parking that would normally go on the seaside - eg on yacht club days - will take limited spaces on the west side of the Parade. (This already happens but would of course be much worse under the proposal).

The Council should also carefully consider the narrowness of the proposed road as a hazardous goods route. Commuting every day on the re-constructed road (with the section of cycleway) we have already seen hazards created by the lack of width (with a truck knocking a cone under our car going the other way).

We also have concerns with the entrance to the marina on the seaside opposite 468 Evans Bay Parade (last two photos). U-turns on the Parade are dangerous so we - like many residents - use this area to turn around. The proposal will add further two way traffic (cycles) to the existing two way footpath and road. This should be carefully considered.

We would be pleased to discuss this submission.

Howard Davis & Kim Eriksen











NO
CAMPERS
ALLOWED

- Access Bay Restricted
- Public Access Bay Boat Launch
- Access Bay Restricted
- Only use public toilets



NAME: Jonathan Coppard	SUBURB:	ON BEHALF OF: Cycle Wellington	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

<p>Walking in the area?</p> <p>Using the bus?</p> <p>Riding bikes?</p> <p>Recreational users? e.g. people sailing, kayaking and swimming in the area</p> <p>Driving vehicles/or riding motorbikes?</p> <p>Living in the area?</p> <p>Working/owning a business in the area?</p> <p>Living with mobility or accessibility issues?</p>	
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Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?



www.cyclewellington.org.nz

info@cyclewellington.org.nz

Twitter: [@CycleWgtn](https://twitter.com/CycleWgtn)

Facebook: [groups/cyclewellington](https://www.facebook.com/groups/cyclewellington)

Evans Bay - Greta Point to Cobham Drive

Cycle Wellington submission

We would like to make an oral submission. Please contact info@cyclewellington.org.nz

General feedback

1. Cycle Wellington strongly supports the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive.
2. The proposed changes will deliver positive improvements for all users of the area.
3. This section of Tahitai will complete the final missing link in the cycle route to the eastern suburbs, supporting behaviour change and reducing emissions. Investing in active transport infrastructure supports the WCC Te Atakura climate action strategy.
4. Cycle Wellington supports this addition to the Te Aranui o Pōneke / The Great Harbour Way vision becoming a reality.

Specific changes

5. In some sections, the proposed two-way path has tight, short-radius bends that will likely cause unsafe situations for cyclists traveling in opposite directions at these locations. Specifically: bus stop 6552 opposite Rata Rd, and also at the historic boat slip. The curve radius at these locations could be increased by realigning the kerb. This would only involve the potential loss of a single car park (at the boat slip).
6. No provision is given to allow cyclists to leave and join the proposed cycle path from Belvedere and Rata Roads. Connections from Hatatai into the city are currently very poor, so we would like to see improved connections as part of this project. This could be provided for by installing kerb ramps immediately across from these intersections and expanded kerb space to provide a safe area for waiting and merging.
7. Additionally, kerb ramps should be installed on the approach to Cobham drive, allowing cyclists to transition onto the road in order to use general traffic lanes to travel straight ahead and turn right. This would also provide a way for on-road cyclists to transition onto the new path.

8. We don't think that a standard kerb will provide sufficient protection of the proposed cycle path from out-of-control vehicles, or from illegal parking. There have been at least three^{1,2,3} recent incidents where motorists have left the roadway and ended up in the ocean around this area. With an anticipated increase in active travel following this work, there should be ample protections afforded to ensure heavy vehicles stay in their lanes. Some popular locations on the route, like Hataitai Beach may need extra physical separation to stop pavement parking. We hope some of the appealing planting treatment from the Cobham Drive path can continue through into this project in places as well.
9. Cycle Wellington supports making the footpath surface comfortable for people walking and running. There needs to be a clear differentiation of the bike lane from the footpath. Ensuring the footpath surface is not less appealing or comfortable to use than the asphalt used on the cycleway, will help reduce the chance of conflict between people walking and people wheeling.
10. The council should explore other avenues to mitigate the reduction of on-street parking for car users in the area. We note that there is often a surplus of parking in the council-owned land in the marina.

¹<https://i.stuff.co.nz/motoring/news/117633990/car-goes-off-road-falls-into-water-and-onto-rocks-in-wellington-harbour>

²<https://www.nzherald.co.nz/nz/ute-tries-to-take-late-night-dip-in-a-wellington-bay/D5TMGGS5FPDMUZKM3YFRIHQLIA/>

³<https://i.stuff.co.nz/national/300133943/person-treated-for-injuries-after-vehicle-crashed-into-wellington-harbour>

About Cycle Wellington

Cycle Wellington is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we've worked constructively with local and central government, NZTA, businesses, and the community on a wide variety of cycle projects. We represent around 2,000 members and supporters.

Nā mātou noa, nā Cycle Wellington
14 October 2021

NAME: Bhagee Ramanathan	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION:
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

<p>Walking in the area?</p> <p>Using the bus?</p> <p>Riding bikes?</p> <p>Recreational users? e.g. people sailing, kayaking and swimming in the area</p> <p>Driving vehicles/or riding motorbikes?</p> <p>Living in the area?</p> <p>Working/owning a business in the area?</p> <p>Living with mobility or accessibility issues?</p>	
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Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

From: [REDACTED]
To: [BUS: Evans Bay Stage 2 Consultation](#)
Subject: Evans bay cycleway
Date: Friday, 15 October 2021 6:48:03 am

Dear council planners

Please accept my late submission on the proposed cycleway.

There are special water related activities that in Wellington can only be carried out in an affordable way in this area. Sailing at Evans bay has been a part of wellington culture for a long time. The proposed changes to remove the car parks makes those activities, and related activities impossible. I have to be able to drive to Evans bay to enable my daughter to sail - while she walks or buses to many activities, that is simply not possible for sailing. Not enabling this activity will be a tremendous loss to the culture of Wellington - where it is already hard to do outdoor things. Moving sailing to Port Nicholson, wonder bay or Eastbourne are not economic options.

The the recreational activities completed from the EBYMBC facility (and wider area) require users to bring their vehicles, it is not practical to bring your sailing gear/kayak/paddleboard/waka/fish to be weighed/windsurfer down on a bike or the bus. People would not be able to participate in these important water related activities. That would be a tremendous loss to Wellington. It would badly impact older and disabled people who also need to drive to places and leave their car for accessibility. I have osteoarthritis and need to drive somewhere flat to walk because I can't walk on hills anymore.

Losing the amount of car parking proposed is going to be very detrimental to the operation of the kids learning to sail, other boat users, other water sport participants, swimmers, fishing people, people like me for whom there are very few long flat areas to walk in Wellington, casual recreation users of the area.

Bhagee Ramanathan
[REDACTED]

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

1021

NAME: Adrienne Linney	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area? Using the bus? Riding bikes? Recreational users? e.g. people sailing, kayaking and swimming in the area Driving vehicles/or riding motorbikes? Living in the area? Working/owning a business in the area? Living with mobility or accessibility issues?	
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Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Submission

Greta Point to Evans Bay Cycleway

Introduction

My name is Adrienne Linney and I am a life time resident of the Eastern Suburbs. I grew up in Hataitai and currently live in Seatoun. I am not opposed to cycleways. I believe that cyclists and their families have a right to travel around our beautiful city safely.

We live in an amazing city. As a lifetime Wellingtonian, I am very aware that we don't generally choose to live in Wellington for its climate. One of the big attractions is its natural environment, particularly the harbour and the variety of recreational activities it offers, close at hand.

I am increasingly concerned by the divisive nature of discussion around proposed cycleways and climate change. It seems that if you have an issue with the loss of carparks you are immediately labelled as anti-cycleways, and by inference, resistant to social change. It has become a very black and white argument. This would be greatly reduced if cycleways were planned to take into consideration the other many recreational users of our city's resources, not despite them. Many recreational users choose to, or need to, use a car to access their chosen activity.

Electric vehicles and hybrids are environmentally friendly and, together with cycling and walking, are the way of the future. Not cycling and walking exclusively.

I wish to formally submit my objection to the current proposal for the cycleway/shared walkway between Greta Point and Evans Bay. I set out below my concerns and related alternative design considerations.

The Area

The stretch of road from Greta Point to Hataitai Beach services a very busy area, with a large range of, well used, amenities.

It includes

- The Greta Point Café,
- The only fenced dog park in the Eastern Suburbs,
- The heritage site Patent Slip,
- The Wellington Cadet Centre,
- WCC tennis/basketball court,
- Cog Park, and
- Hataitai beach.

The area around Patent Slip, extending across the road to the old wharf, is a protected, heritage site. It contains the remains of New Zealand's first patent slip, which opened in 1873.

The beach area on the edge of Cog Park is the site of the original TEAL Flying Boats that operated from 1950-1954, with the remains of the TEAL wharf still there. The Wellington Cadet Centre is based at the site of the old TEAL terminal. This is an area of historic interest, although not classified as a heritage site.

The grassy area of Cog Park is used from time to time for public events (most recently the circus) and has a public tennis court/basketball court adjacent to it.

Hataitai Beach is a small, sheltered beach surrounded by Pohutukawa trees and moored yachts. It has been a popular beach for Wellingtonians since the early 1900's, when it had its own jetty and pontoon. It's amenities now include changing rooms, showers, and steps leading down into the water, all directly accessible from the road and wheelchair friendly.

The Users

This area is used by a vast range of recreational users.

Greta Point Café

The Greta Point Café is frequented by locals, recreational users of the area and visitors from outside the area. During the week a lot of the people who go to the café are elderly. Due to its beachside location, it is often the destination for families taking out an elderly relative.

The Dog Park

The dog park is a popular destination as it is the only fenced dog park in the eastern suburbs. A lot of dog owners choose to take their dogs to fenced dog parks for exercise because their dog is unable to be walked on the footpath. This can be due to the age or disability of the dog or the age or disability of the owner. I have an elderly dog that is unable to walk on the footpath for any distance because she drags her back legs. Of necessity I drive her to the dog park and need a close, safe, place to unload and load her.

Wellington Cadet Centre

The facilities at the Wellington Cadet centre are used by the cadet unit TS Amokura and the Kupe Canoe Club. These facilities have a capacity of 100 people and are available for hire. They have been used in the past by the council, for public meetings and other community events, and have also been used as a polling booth in some past elections.

Cog Park

The tennis/basketball court adjacent to Cog Park is popular for young people and often busy.

Cog Park is zoned Openspace A and, as already mentioned, is used by the council for public events and travelling exhibitions.

There is a small slipway at the northern end for launching boats.

Hataitai Beach

Hataitai Beach is arguably the safest beach in Wellington. It is sheltered by the hills of Hataitai and Greta Point, shallow and has a gentle gradient and barely any tidal currents. This beach is safe to swim in even in the most extreme gale force northerly winds.

As a safe, sheltered location, Hataitai beach has an extensive number of recreational users. It is the perfect location for anyone who is a beginner to swimming, or any other water sports, or is otherwise not confident in the water.

The beach is used by families with young children, as well as people learning to kayak, paddle board, scuba dive, snorkel or become confident at open water swimming. It is the beach that open water swimming groups will relocate to on a windy day and over the winter was used by people trying out cold water immersion. In summer, the beach is crammed with users, including families enjoying water sports, and people stopping in on their way home from work for a quick dip.

It is the only beach in Wellington that provides flat/wheelchair access to steps that lead directly into the water – as such it is an important amenity for the elderly and people with a disability. I know of a woman with Multiple Sclerosis who uses this beach because she can get herself safely from her car to the steps and is able to lower herself directly into the water, much like a swimming pool. These people will not be accessing the beach on an electric bike.

Due to the nature of the activities that are enjoyed at Hataitai beach, it is not always possible to walk or use a bike. Kayaks and paddle boards need to be unloaded and loaded safely onto cars. The quantity of gear required and the need for a secure place to store things whilst in the water, means a vehicle close by is essential. Families with young children, elderly and people with a disability will not necessarily be able to cycle.

Parking

In the short distance from Greta Point to Hataitai beach the WCC has four amenities that it has a responsibility to provide safe access to, *for all users*.

- The dog park
- Cog Park
- The tennis/basketball court
- Hataitai Beach

The traffic report commissioned by the WCC for the purposes of the cycleway described Hataitai beach as having “relatively little demand for parking here most of the time”. This is incorrect, the demand for close parking is very high, all year around, and extremely high on warm, summer days.

The report concluded that “The provision of a high-quality walking and cycling route and bike parking will provide more visitors with the choice to get to the beach by active transport mode”. This will be true of some visitors to the beach however many visitors, who choose to actively exercise with water sports, or are elderly or have a disability, will not walk or cycle. The traffic report did not consider any of these users.

The traffic report also did not consider users of the dog park, the facilities at Cog park, or the possibility of Cog Park or the Cadet Centre being used for a public event.

The proposed cycleway will result in the removal of all the current parking at Hataitai Beach (28 parks), 30 parks between Hataitai Beach and the Yacht Club and a further 82 parks between the Yacht Club and Cobham Drive.

Providing only 2 carparks near the Scout hall and increasing the parking on the eastern side of Cog Park from 18 to 20 parks (with a change in time limit to P180) is considered sufficient parking for this area. These *same* 22 carparks are expected to service *all* the many, above users. Disturbingly, only 2 of these carparks will be for the disabled community, they are not close to the beach and one of them will have no time limit.

This is totally inadequate for this busy area and will not be sufficient, or fit for purpose, for the users. As a result, the WCC will be failing in its duty to provide adequate parking, particularly for the elderly and people with a disability, close to its own amenities.

Every popular, well used beach in Wellington is appropriately serviced with directly accessible parking. Hataitai Beach will have no parking. Ironically, the rocky beach area used by people fishing off Cobham Drive will have more carparks than Hataitai Beach.

Alternatives

As I said at the outset, I am not against cycleways. I believe, however, that it should be possible to design a cycleway that accommodates *all users* of the area, not just one group to the exclusion of others. I set out below some design considerations that would enable additional parking for non-cycling users.

- Leave the carparks at Hataitai Beach and have a narrower shared pathway that is a “slow zone” for all users.
- Convert the southern end of Cog park into a dedicated off road carpark (similar to what is available at Balaena Bay). I note that Cog Park is classified as Open Space A (it is not a heritage site), so this would be a permitted use. It is a contradiction to reserve this land for public events but not provide adequate parking for those events.
- Re-route the shared pathway around the coastal side of Cog Park. This area could be beautified and made into a destination that includes historical information/photographs about the TEAL flying boats, the old wharf and relevant Maori history, and provide a tourist link to Patent Slip. This area of the bay is quite beautiful and, having the pathway take that route, would be an enhancement without adding any time to the journey. It is relatively open, and I don’t believe it would be any less safe than the current proposed route, under trees, in front of the Cadet Centre.
- Convert the area between the Cadet Centre and the road (where the existing path is) into an off-road carpark that would service all amenities and provide a safe unload spot for families, sports equipment, dogs, elderly and disabled. The carpark could be set in bays between the existing large Pohutukawa trees.
- Provide some short stay carparks at Hataitai beach and safe storage lockers so that people who use the beach for water sports can pull up, unload and have somewhere to store their gear while they are on the water, with less reliance of their cars.
- Provide, as an absolute minimum, disabled parking at the beach.

Conclusion

The goals of the shared pathway are stated to be.

- To reduce carbon emissions.
- Make it easier for everyone to move around our city.
- Open up our streets for people of all ages and abilities.
- Connect the places where people want to go.

As currently designed, these goals have not been achieved for the wider community.

Reducing carparks does not reduce carbon emissions and it ignores the future use of electric vehicles, which the government is currently subsidising. Ensuring local amenities remain accessible to local users reduces carbon emissions.

Without access, people with kayaks, paddleboards and other water sports equipment will simply drive further, to a beach that is accessible. The elderly and people with a disability will no longer have access to the area and the facilities. People with elderly/disabled dogs will need to travel out of the suburb to an alternative fenced dog park, with suitable parking. If any public events are held at Cog Park or the Cadet Centre, the parking will be utterly inadequate. For these users the area will be closed off and their connection to these places will be reduced and not enhanced.

As proud residents of this beautiful city we all have different needs. Urban development should not service one need to the exclusion of others. You have an opportunity to make this process inclusive and not divisive. To connect *all people* to places, not connect some whilst creating barriers for others. This is just the beginning of a process to create an extensive cycleway network around our city. Let's create something inclusive, that is a real asset to our city and its residents.

Please take the time to consider the needs of all the recreational users of this area and include them in the design.

Adrienne Linney

Email: adeslinney@gmail.com

Mob: 0274223350

14 October 2021

NAME: JONATHAN BHANA- THOMSON	SUBURB:	ON BEHALF OF: NZ Heavy Haulage Association	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

<p>Walking in the area?</p> <p>Using the bus?</p> <p>Riding bikes?</p> <p>Recreational users? e.g. people sailing, kayaking and swimming in the area</p> <p>Driving vehicles/or riding motorbikes?</p> <p>Living in the area?</p> <p>Working/owning a business in the area?</p> <p>Living with mobility or accessibility issues?</p>	
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Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Evans Bay Parade – Stage 2

Feedback from: NZ Heavy Haulage Association

Made by: Jonathan Bhana-Thomson, Chief Executive.

Evans Bay Parade is the only route for oversize freight loads that travel to/from the eastern suburbs of Wellington. Alternative routes through the Mt Victoria Tunnel and through Newtown are not suitable. Therefore it is crucial that any changes planned for Evans Bay Parade do not prevent the transport of oversize loads.

The following specific comments are made about the concept designs provided on each sheet.

Sheet 1.

Support the removal of the pedestrian island as make more space for oversize loads to be transported through this area with the kerb build out for the cycle lane.

Warning sign W16.7-1 to be removeable in a socket

Sheet 2.

Warning sign W16.7-1 to be removeable in a socket

Support the removal of the pedestrian islands, as this allows more space for oversize loads to be transported through this area with the kerb build out for the cycle lane.

We prefer not to have a raised crossing, as it slows down the efficiency of freight travelling through this area and increases noise. However if must have a raised crossing then no higher than the stated 80mm height – and consider the use of a Swedish style gentle ramp on the exit. Be aware that there will extra noise from trucks slowing and then speeding up to travel over the raised crossing – which will be an issue for residents in the area, especially at night.

The belisha beacons signs and any overhead lights must have at least 11m width between them across the road to allow for oversize loads. An alternative is to have one of the belisha poles to have a hinge in it at ground level, but there still must be 9.5m distance between the two poles, so that it is only for the abnormal loads that the poles must be laid down. Any overhead lights at the crossing need to be at least 6m above the road surface.

The lanes width through here at 3.2m is very narrow, and we would prefer 3.5m to allow for safer passage of freight trucks and oversize loads. This is a real pinch point through this section – why not make it consistent with other sections of this route?

Sheet 3.

Two x Warning signs W16.7-1 to be removeable in a socket

Sheet 4.

With the first pedestrian crossing by the café, the builds out appear to make it too narrow for two trucks to pass each other in opposite directions in the traffic lanes safely. Each lane needs to be preferably 3.5m so that trucks can pass each other and pedestrians on the roadside verge without being too close. Recommend that the build out on the south-side is reduced to allow more space on the road, so that it is not a pinch point. The plans do not show that the crossing is raised, but the graphics do. We prefer not to have a raised crossing, as it slows down the efficiency of freight travelling through this area and increases noise for local residents. However if must have a raised crossing then no higher than the stated 80mm height – and consider the use of a Swedish style gentle ramp on the exit. Be aware that there will extra noise from trucks slowing to travel over the raised crossing, and then speeding up again – which will be an issue for residents in the area, especially at night.

The belisha beacons signs and any overhead lights must have at least 11m width between them across the road to allow for oversize loads. An alternative is to have one of the belisha poles have a hinge on it at ground level, but there still must be 9.5m distance between the two poles, so that it is only for abnormal loads that the poles must be laid down.

The graphics show the overhead lights at the crossing as being too low – these need to be at least 6m above the road surface.

The same recommendations apply to the pedestrian crossing by the dog exercise park:

- Each traffic lane needs to be preferably 3.5m in each direction.
- If a raised crossing is required then max of 80mm in height and prefer Swedish style exit.
- The belisha beacons signs and any overhead lights must have at least 11m width between them across the road to allow for oversize loads. An alternative is that one of the belisha poles has a hinge at ground level, but there still must be 9.5m distance between the two poles, so that it is only for abnormal loads that the poles must be laid down.
- Overhead lights need to be at least 6m above the road surface.

Sheet 5.

No specific comments, other than those mentioned above for the crossing to the dog exercise park.

Sheet 6.

Due to the road curves through this section – we support the lane width of 3.7m in each direction to allow for trucks to track wider as they travel through here.

The pedestrian crossing must have a raised height of no more than 80mm above the road surface – and consider the use of a Swedish style gentle ramp on the exit. Be aware that there will extra noise from trucks slowing and then speeding up to travel over the raised crossing – which will be an issue for residents in the area, especially at night. The belisha beacons signs and any overhead lights must have at least 11m width between them across

the road to allow for oversize loads. An alternative is for one of the belisha poles to have a hinge in it at ground level, but there still must be 9.5m distance between the two poles, so that it is only for the abnormal loads that the poles must be laid down.

Sheet 7

With the road pavement width through this section being between 7.4 and 8.5m, then any signage on the seaward side needs to be designed to be removeable and in sockets if there are any, for example, P10 signs, or cycleway signs – but we would prefer that they are kept to a minimum. We need at least 9.5m width between the poles, and the kerb on the other side of the road.

Sheet 8

Any signage on the seaward side needs to be designed to be removeable and in sockets if they are within the cycleway – for example the bus stop signs. We need at least 9.5m width between the pole, and the kerb on the other side of the road.

Sheet 9

Any signage on the seaward side needs to be designed to be removeable and in sockets if they are within the cycleway – for example for the entrances to the yacht club. We need at least 9.5m width between the pole, and the kerb on the other side of the road.

Sheet 10

Any signage on the seaward side needs to be designed to be removeable and in sockets if they are within the cycleway – for example in relation to the parking. We need at least 9.5m width between the pole, and the kerb on the other side of the road.

Sheet 11

Any signage on the seaward side needs to be designed to be removeable and in sockets if they are within the cycleway – for example in relation to the yacht club driveway and the bus stop. We need at least 9.5m width between the pole, and the kerb on the other side of the road.

Sheet 12

The crossing point that is subject to NZTA approval and the left turn, need to provide as much road pavement as at present to allow large transporters to travel through this corner. Any signage must be removeable, in sockets, and any light poles should provide a gap at least 9.5m apart.

If there is a raised crossing then prefer no more than 80mm, with a Swedish style exit, as looks to have been provided.

We welcome further discussion and analysis of the detailed design drawings for this project.

NAME: Ellen Blake	SUBURB:	ON BEHALF OF: Living Street Aotearoa	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

<p>Walking in the area?</p> <p>Using the bus?</p> <p>Riding bikes?</p> <p>Recreational users? e.g. people sailing, kayaking and swimming in the area</p> <p>Driving vehicles/or riding motorbikes?</p> <p>Living in the area?</p> <p>Working/owning a business in the area?</p> <p>Living with mobility or accessibility issues?</p>	
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Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Living Streets Aotearoa



www.livingstreets.org.nz

Submission to Wellington City Council on Te Haerenga Roa o Te Aro /Evans Bay cycleway proposal / TR121-21 Evans Bay Parade, Wellington

Contact person: **Ellen Blake**
Email: wellington@livingstreets.org.nz
Phone: **021 106 7139**
Date: **12 October 2021**

Overall Living Streets supports these proposals to provide a safer, dedicated footpath and cycle path along this important route. The success of the project hinges on getting the details right and we have made a number of suggestions to achieve this.

Footpath

Living Streets support the proposals to provide a dedicated footpath along this very popular section Te Haerenga Roa o Te Aro of the Round the Bays walk, a favourite of Wellington pedestrians over many years. This will make it a safer and more pleasant walk and accessible to more pedestrians.

We would prefer to see actual separation between the footpath and cycle path, as paint /surface colour is not considered best practice. A textured edge between the two is the least requirement, with space and physical barriers the best practice.

Pedestrian crossings

Living Streets supports the replacement of the pedestrian zebra crossings and informal crossing points with the much safer raised platform zebra crossings. These are shown to reduce crash risk to pedestrians.

We support the new raised platform zebra crossing near 344 Evans Bay Parade which will service the retained bus stops in this area and is important to help bus passengers access the service.

Footpath surfaces

Living Streets strongly recommend that concrete is NOT used to pave the footpath as it is rigid and unpleasant to walk long distances along. A more flexible smooth surface such as asphalt is better for walking. This can easily be differentiated from the green kermit paint marking to identify bike paths (as shown in the designs), and as is used elsewhere in the city and New Zealand.

There is timber decking proposed but the plan is not clear where this will be located. Timber decking often provides a poor walk surface and should not be used on the main walking route.

Footpath width

Evans Bay Parade is classed as a primary/ arterial road in the District Plan and is a popular and busy pedestrian route. For a road of this type a minimum footpath width of 4.5 metres is recommended in the NZ Pedestrian Planning and Design Guide. This is similar to some parts of the original Round the Bays footpath (and latterly shared path), although it varied widely. This width provides for a pleasant walk side-by-side with others, and room to easily pass oncoming pedestrians. Amenities befitting such a significant route such as seats, are also needed where more space allows.

The proposed footpath, although the detail is not great, includes many sections that are only 2 metres wide and a maximum width of 2.6 metres, including near the driveway to the marina and 'free camping' site, and the intersection with Cobham Drive. The only wider and separated section is through the reserve at Cog Park. The minimum width for two wheelchairs to pass each other is 2 metres, which is about 3 people walking side-by-side.

The solution if there is not enough space for adequate footpath width on a primary road is to remove all street furniture from the footpath, and provide no frontage or kerb clearance. This would retain a best practise through route of 2.4 metres according to the guidance. Location of light poles, rubbish bins or other items need to avoid the footpath area along this route.

In addition there is no grade separation between the footpath and bike path in most places. This means fast moving bikes will be right next to pedestrians. Best practice is to provide separation.

Pedestrians and bus stops

Bus stops should be located where people need them and it is debatable that users will find fewer stops, as proposed, convenient.

All bus stops need to have safe spaces for pedestrians to wait and to board from. There are fewer bus stops retained on this route and yet not all have what is referred to in the plans as a 'buffer zone' or safe waiting area.

Belvedere Road bus stop has no safe waiting space and passengers must enter and alight from the bus directly into a cycle path. This is not best practice and has been shown to be problematic on Victoria Street and other places around Wellington. We recommend a redesign to ensure there is a buffer or safe waiting area.

Several bus stops are being removed and we strongly recommend that further pedestrian improvements are made to support the walkable catchment for these stops and allow bus users to more easily access the stops and their destinations.

Cog Park

This is a reserve area. The motor vehicle access is right next to the pedestrian crossing and there is no clear route for motor vehicles.

Vehicle accessways across the footpath need to be clearly pedestrian priority, including at all bus stops, Greta Point and at Cog Park.

Access to the bus stop at Cog Park does not appear well marked out with obvious connectors, and there is no direct route from the park to the bus stop on the other side of the road.

Pedestrian facilities

Seats with backs and sidearms to aid accessibility in all-weather materials (ie not metal) should be included, although there are few locations wide enough to accommodate this except for Cog Park and the small embayment. It is unclear from the plans if any further seating provision will be made in any location along the route.

Water fountains are required at regular intervals on Tahitai Round the Bays.

The complicated slip lane at the Cobham Drive intersection should have a raised pedestrian table zebra crossing to improve safety for pedestrians.

Parking

We support the more equitable allocation of road space and provision for safer walking, public transport and cycling.

We would like to be heard in support of this submission.

About Living Streets Aotearoa

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking-friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners, including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information, please see www.livingstreets.org.nz.

NAME: John Kennedy-Good	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

<p>Walking in the area?</p> <p>Using the bus?</p> <p>Riding bikes?</p> <p>Recreational users? e.g. people sailing, kayaking and swimming in the area</p> <p>Driving vehicles/or riding motorbikes?</p> <p>Living in the area?</p> <p>Working/owning a business in the area?</p> <p>Living with mobility or accessibility issues?</p>	
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Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

**Submission to Wellington City Council
Regarding the draft proposal for the extension to the cycleway
from Greta Point to Cobham Drive**

It is understood that the above proposal will remove some 28 parks from Hataitai Beach.

We are informed by responses to objections to the removal of these car parks that parking is a low priority and that pedestrians and cyclists take precedence as a matter of Council Policy. As a generalisation that policy may have some validity, but not in the context of access by Wellingtonians using Hataitai Beach for bathing and recreation.

Hataitai Beach is sheltered from the prevailing north westerlies and as such is a favourite swimming beach for all citizens - not just those who reside locally. Council has provided changing sheds with toilets and showers for the convenience of all and these facilities are well used.

By stripping out convenient parking the Council will in effect deny many citizens of the ability to make use of the beach and its facilities.

A compromise solution would be to convert to angle parking the roadway adjacent to the dog park. This would necessitate taking a small amount of the generous dog play area without compromising that facility. Such a move would not interfere with the quiet enjoyment of Cog Park and would not be a traffic hazard as there would be ample vision for those parking or leaving.

The second matter for your attention is the access to the water at Hataitai Beach for those with serious physical disabilities who access the water from the steps leading down from the deck surrounding the bathing shed. I have observed how therapeutic bathing at Hataitai Beach is for those with physical disabilities. There needs to be at least one park close to the bathing shed and deck which would be reserved for the disabled. Please give serious consideration as to how best to cater for the needs of the disabled which in my view should have far greater priority over the convenience of pedestrians and cyclists.

Thank you for your consideration.

John Kennedy-Good

11th October 2021

NAME: Paul Beaumont	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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From: [Paul Beaumont](#)
To: [BUS: Evans Bay Stage 2 Consultation](#)
Subject: Evans Bay Cycleway
Date: Tuesday, 12 October 2021 4:37:27 pm

Dear Committee Members.

EVANS BAY CYCLEWAY - EFFECT ON EVANS BAY YACHT AND MOTOR BOAT CLUB

Well...in a word ...devastating

Vehicle parking is at a premium already - 7 days a week.!

Sailing/boating requires considerable "baggage" - eg. regular interchange of equipment. Parks are already very often difficult to find. The few parks on the club site are always fully occupied when any sailing or club event is occurring (please realize that the clubhouse/ launch area is used for several other associated activities *by ratepayers*).

Because rigging/ maintaining/repairing boats requires a lot of space (often incompatible with casual visiting parking (ie maintenance and repair which is an industrial activity and the public can be in danger and restricted (ie just those involved- Tradies/ owners should be present in the hardstand (ie the area where the boats are cradled for work). In short - cars cannot be crammed onto any available space

Large numbers of club members and affiliated site users will *not* reasonably be able to carry out club activities if parks are significantly reduced at all. Problems occur already.

The proximity of HAITAITAI beach compounds the issue hugely.

I have a swing mooring just off the Sea Cadet building. I am finding that already parking is becoming a premium in that area (7 days a week) - I am retired Cannot walk great distances with equipment. Lately I have maybe 30% of the time parked on the beach/foreshore area immediately north of the sea cadet entry driveway.. Dog owners using the dog exercise reserve are further compounding the parking congestion..

MY suggestions;

1/ Keep the traffic (cycles and cars) as at present (ie share the road) for the area sea cadets to trailer boat park (where room could be found for a cycleway ... AND so carparks could essentially remain as at present. Perhaps flashing advisory signs could be installed at each end - as at schools, Karori tunnel etc)

A comment for what it is worth - "Why are such darkened windows allowed on vehicles - they were illegal once - Dark windows force cyclists to 'ride wide' as fear of a sudden door opening is just scary. SO why did dark windows become permissible? - they prevent cyclists seeing if there is an vehicle occupant who may 'just' open a door!

2/ Allow both cyclists and pedestrians on the present 'footpath'. Cycles must reduce speed (say 10km/hr) to pass pedestrians. Cyclists in a hurry are mainly before and after work hours, when there are probably less pedestrians (some 'one time' pedestrians who are fit and going to work may now prefer to cycle? - particularly with the very considerable improvements for cyclists) At weekends the cyclists have fewer deadlines and could just slowdown for the area - lots of 'promenaders' (is that a word) at weekend? SO some good natured sharing for a few Wellingtonians - NZ's smartest residents should be able to cope?

Lots of carefully introduced PR !

3/ Maybe allow *combined trailerparking and carparking(at the launchramp)*. The boat trailer parks have very intermittent use - could there be a sharing 'formula'? Just maybe?

OTHERWISE.... YOU will seriously compromise the boat club - clubs are struggling already- but are so worthwhile for citizens well being - They are a bit like cycling in that respect. Just unfortunate that a boat club needs carparks(members from all over the region! AND often have to carry equipment.

Trusting your good judgement

Paul Beaumont

(EBYMBC veteran member...'veteran' = old - MY sherpa days are past! . But hey - the kids AND PARENTS will give up too - Youth will descend further into their devices. - KEEP CLUB MEMBERS (AND OUR CYLISTS) ACTIVE.....A BIT OF GIVE AND TAKE IS CALLED FOR!!!

NAME: Arran Whiteford	SUBURB:	ON BEHALF OF: Environmental Reference Group	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

<p>Walking in the area?</p> <p>Using the bus?</p> <p>Riding bikes?</p> <p>Recreational users? e.g. people sailing, kayaking and swimming in the area</p> <p>Driving vehicles/or riding motorbikes?</p> <p>Living in the area?</p> <p>Working/owning a business in the area?</p> <p>Living with mobility or accessibility issues?</p>	
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Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Greta Point connection open for feedback 2021

Submission from: Wellington City Council Environmental Reference Group (ERG)

Contact name: Arran Whiteford arranjcw@gmail.com

ERG Email address: c/- Hedi Mueller, Democracy Advisor and contact for WCC ERG
hedi.mueller@wcc.govt.nz

Postal address: WCC PO Box 2199 WELLINGTON 6140 Attn: Hedi Mueller

In addition to this submission, we would like to make an oral submission to councillors on Thursday 22nd October.

Purpose of the Environmental Reference Group (ERG):

- Advise Council on the best ways to improve Wellingtonian's quality of life environmentally, socially, culturally and economically by protecting and enhancing the local environment.
- Bring knowledge and insight into Council around the environment, including water, energy, climate change, resilience, waste, biodiversity, urban design and transport management, in the context of Council's roles and priorities.

ERG Principles guiding advocacy on transport policy proposals:

1. Minimise the use of private vehicles, by modal shift to walking, cycling and public transport, and by reducing the need for people to travel.
2. Reduce the footprint of the transport system (excluding active transport), by travel demand management, modal choice and good design.
3. Eliminate transport disadvantage.
4. Manage transport corridors as public spaces that deliver multiple benefits, including biodiversity, recreation and amenity benefits.
5. Support walking transport journeys using public spaces.
6. Ensure land use design should minimise travel needs, optimises the use of transport infrastructure, and makes it easy for households to be car-less.
7. Ensure urban and transport infrastructure design encourages walking, to deliver public health benefits, encourage the development of communities, reduce social isolation, and re-connect people to their local environment.

8. Work efficiently with other decision makers and stakeholders.
9. Ensure transport efficiently enables economic, social, cultural activities while meeting the principles above.
10. Ensure rules in the District Plan require parking/storage for cycles and mobility scooters in all apartments and town houses

Summary of the Proposed Transport Project

The proposed changes will improve the look and feel of this area, and create more space for people. They include:

- separate paths for people walking and biking consistent with the new paths on Evans Bay Parade closer to the city and in Kilbirnie
- raised pedestrian crossings which will make it easier for people to cross the road and help to encourage safer speeds, particularly in the busy Greta Point area
- landscape and urban design improvements on the seaward side between Cog Park and Greta Point.

General feedback:

- Greta Point connection is a missing link in Eastern Wellington's active transport and recreational network, completing this will connect Kilbirnie and Miramar to the Central City, as well as connecting the Central City to the popular recreational route round the bays.
- We strongly support the WCC proposal. It improves access to active transport, public transport and active recreation for Wellingtonians, reducing traffic, increasing transport equity, and reducing emissions.
- Seaside paths have proven to be hugely successful in promoting active transport and recreation in cities across New Zealand (e.g. Taranaki, Napier, Auckland). This connection is long overdue.
- In-lane bus stops are a positive step towards prioritising public transport.

Specific Feedback:

- This proposal must plan for cyclists who continue to use the road: This path will see heavy usage and will be at capacity, spilling over onto the road, on a hot summer's day. Fast cyclists will not use the path for the safety of pedestrians: The waterfront is a popular route for sport cyclists, as well as cycle commuters. Cyclists need safety on the road. To ensure this:
 - a) The speed limit from Greta Point to Cobham Drive should be reduced to 40 km/hr,
 - b) Signage should make it clear that cyclists have the right to use the road.
 - c) Advance stop boxes should not be removed from the intersection at the corner of Cobham Drive and Evans bay parade.
- A 2.5 m wide bike path and 2 m wide concrete footpath is not wide enough for peak times on fine weekends. Where possible this must be widened for the safety of users.
- Install more bike and scooter parking at key locations such as Cog Park and beach. This does not need to be large; a well-designed fence with a sign is a great bike park.
- This route is used by heavy vehicles accessing the airport, and the southern suburbs' commercial and industrial precincts. Narrowing of the roadway could cause further hazard to cyclists using the road. We seek that on-street car-parking be removed, as necessary, to provide leeway: Remaining on-street car parking could be then optimally managed through development, with residents and businesses, of a parking plan as provided for under WCC's parking policy, including consideration of demand-driven parking pricing with the benefits this is proven to bring for both mode shift and vehicle users.

NAME: Duncan Allan	SUBURB: Khandallah	ON BEHALF OF: Wellington Skateboarding Association	ORAL SUBMISSION: Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

See attached document

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Very positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Very important



Submission of Wellington Skateboarding Association

To the

Wellington City Council

On the

Proposed changes

Akau Tangi / Evans Bay - Greta Point to Cobham Drive

1. This submission is on behalf of Wellington Skateboarding Association (WSA).
2. We support the proposed changes and recommend further changes.
3. We wish to make an oral submission.
4. WSA is a non-profit incorporated society formed in 2017 with the purposes of:
 - a) Promoting involvement in skateboarding and running competitions and other events;
 - b) Promoting and facilitating the construction of skate facilities; and
 - c) Promoting equal access to skateboarding for everyone and advocating against systemic and cultural barriers to participation.
5. The WSA represents skateboarders across the Greater Wellington region. We have free membership and approximately 1100 followers on social media.

Recommendations

6. We recommend the inclusion of objects and infrastructure that are skateable.
7. This can be done through minor alterations and additions to existing plans.
8. Our proposals would serve the following functions:
 - a) Be aesthetically pleasing to all users of the area.
 - b) Be fun for skateboarders, cyclists and scooter riders.
 - c) Encourage participation in skateboarding, cycling and scooter riding and contribute to general health and well-being.

Glossary of terms for skateable infrastructure

Bank: A flat, angled piece of concrete, wood or metal that can be ridden up or down. This is commonly against a wall but can be standalone. Examples:



Transition: A ramp that curves from bottom to top. Often against a wall but can be standalone. Examples:



Manual pad: A small raised box for doing tricks on and off. Examples:



SKATEBOARDING IN WELLINGTON

9. Approximately 31% of children in Wellington aged 5 to 17 years old ride a skateboard or scooter.¹ Anecdotal evidence suggests that children who ride scooters often switch to skateboarding in their teenage years.
10. Skateboarding in Wellington is not just for young people: 54% of adults that skate are aged over 25, with 33% aged over 34 years old.²
11. Skateboards are used for commuting and for recreation. Often larger skateboards, known as “longboards” are used for commuting and electric powered skateboards are growing in popularity for this purpose. ‘Regular’ sized skateboards are usually used for recreation, including using the urban environment, such as benches, banks and transitions, to do tricks. Cycleways have the potential to be a drawcard for both commuting and recreation.
12. Because skateboarding is accessible to most people, there is high participation in groups that often face systemic barriers to participation. Amongst 5 to 17 year olds in Wellington who skate, 46% are Māori or Pacifica and 25% come from high deprivation backgrounds.³
13. Amongst skateboarders 17 and under, 30% are girls.⁴ The number of women and girls skateboarding is increasing steadily year on year.

¹ WCC Play Spaces Policy <https://wellington.govt.nz/~media/your-council/plans-policies-and-bylaws/plans-and-policies/a-to-z/play-spaces/play-spaces-policy.pdf?la=en>

² Active NZ Survey <https://sportnz.org.nz/resources/active-nz-survey-2018/>

³ Above n2, Active NZ Survey

⁴ Above n2, Active NZ Survey

Akau Tangi / Evans Bay - Greta Point to Cobham Drive

14. The WSA supports the proposals to upgrade the current footpaths with dedicated cycle and pedestrian areas.
15. However, we maintain that these areas can be multi-purpose and the vision should be wider than the current focus on commuting.
16. By reimagining cycle/pedestrian areas, facilities can be built that encourage greater participation in skateboarding, cycling and scooter riding, while also being aesthetically pleasing to pedestrians and other users of the area.
17. By way of example, when the waterfront promenade in Napier was remodelled, consideration was given as to how to make it multi-purpose. The areas containing trees and bushes weren't just walled off, as is often the case. Instead, skateable transitions were built around the trees and bushes, as seen below:



18. This was done in a way that appealed to skaters, was aesthetically pleasing to the public, and fit with the natural environment. In fact, many passers by would not even realise that these transitions were purpose built for skating.

19. The same type of skateable areas can be added to the current proposal where:

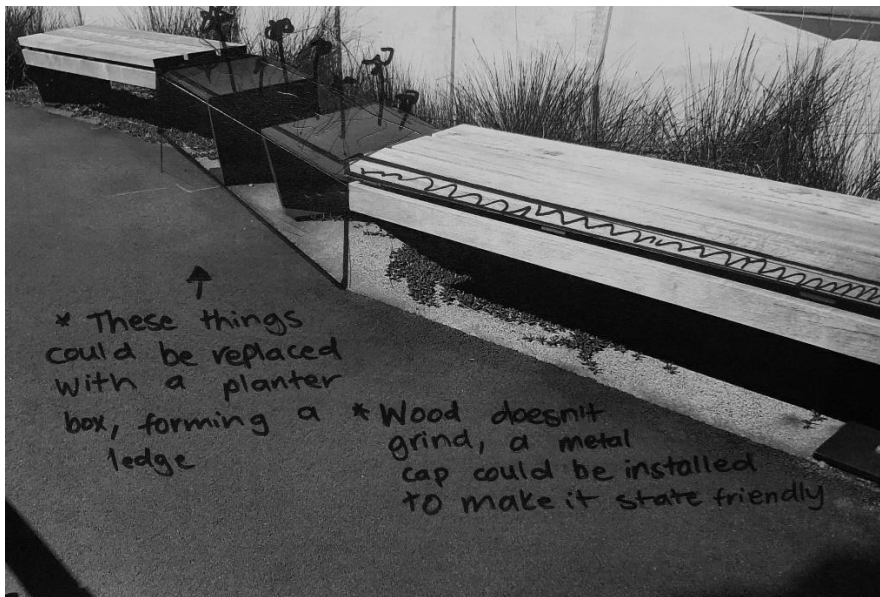
- a) Benches and seating are being added.
- b) The footpath/cycleway runs up against a wall.
- c) There is wide open areas or parks.
- d) There is a desire to create a visual barrier between pedestrian and cycleways.

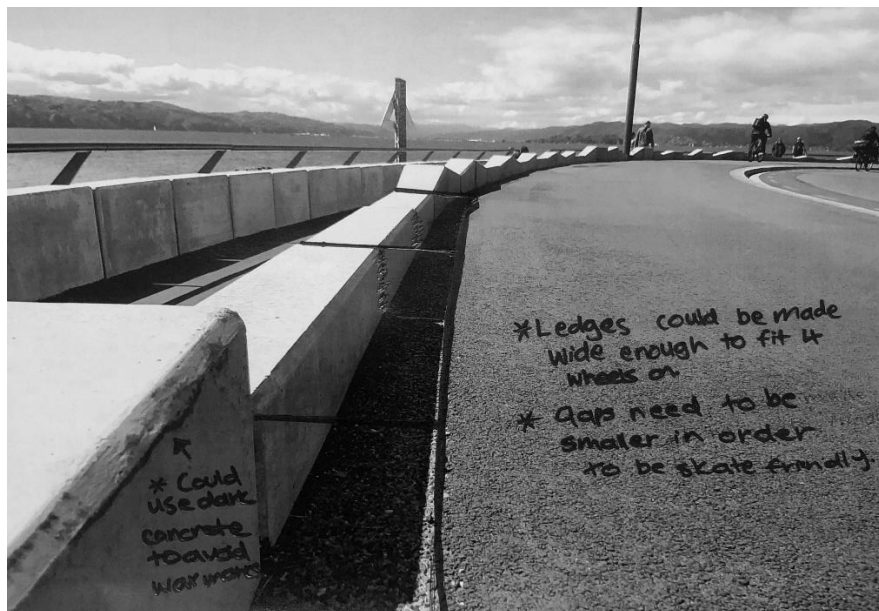
20. By way of example, there is already a banked wall area at Greta Point where the footpath is elevated above the waterfront area. If the concrete was smoothed and some small alterations were made, this would become a popular area with skateboarders.





21. When the cycleway was redeveloped at Oriental Bay, consideration was not given to uses outside of cycling and pedestrians. With some small changes, this area could have become a popular spot for skateboarding. For example:





22. We believe small adjustments like those proposed above could increase usage of the area by making it appeal to skateboarders and scooter riders, without taking away from other users' experiences.

23. Aside from areas such as walls and ledges, where it is simple and logical to add transitions or banks that are skateable, wide open areas such as Cog Park and the corner of Cobham Drive present opportunities to design appealing structures that add to the general appeal and usability of the park. For example:

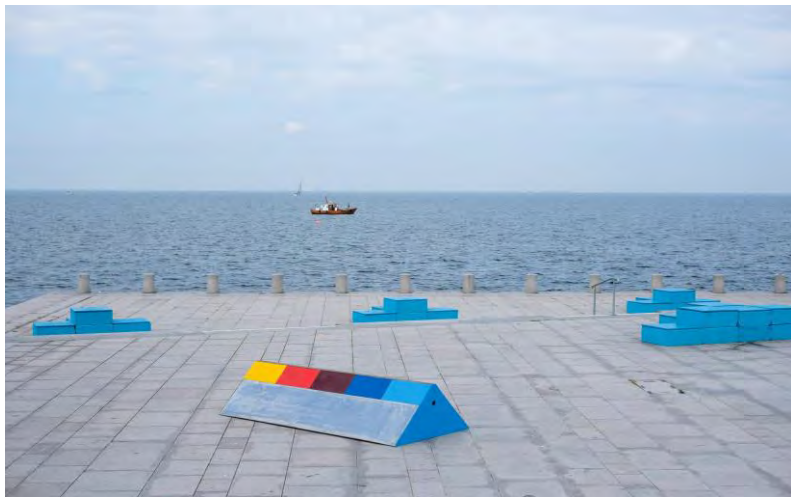




24. We want to impress on the Council that structures built with skateboarding in mind can be visually appealing and functional. They can have multiple uses, such as seating for the public and structures that kids can play on. There is even the opportunity to work with artists when designing sculptures or other architecture.

25. Below are some examples of the ways in which skateboarding can be incorporated into the environment.







26. We hope you will give consideration to our proposed changes and look forward to speaking with you in person.

Wellington Skateboarding Association

Contact: Duncan Allan
Secretary
duncanallan2@gmail.com
0220432394

NAME: Prudence Walker	SUBURB:	ON BEHALF OF: Disabled Persons Assembly NZ	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

<p>Walking in the area?</p> <p>Using the bus?</p> <p>Riding bikes?</p> <p>Recreational users? e.g. people sailing, kayaking and swimming in the area</p> <p>Driving vehicles/or riding motorbikes?</p> <p>Living in the area?</p> <p>Working/owning a business in the area?</p> <p>Living with mobility or accessibility issues?</p>	
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Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Disabled Persons Assembly NZ



October 2021

To Wellington City Council

Please find attached DPA's submission on the Evans Bay Walking and Cycling
Paths

Disabled Persons Assembly NZ

Contact:

Prudence Walker

Chief Executive

021 546 006

policy@dpa.org.nz

Chris Ford

Acting Wellington Kaituitui

027 696 0872

Wellington@dpa.org.nz

Introducing Disabled Persons Assembly NZ

The Disabled Persons Assembly NZ (DPA) is a pan-impairment disabled person's organisation that works to realise an equitable society, where all disabled people (of all impairment types and including women, Māori, Pasifika, young people) are able to direct their own lives. DPA works to improve social indicators for disabled people and for disabled people be recognised as valued members of society. DPA and its members work with the wider disability community, other DPOs, government agencies, service providers, international disability organisations, and the public by:

- telling our stories and identifying systemic barriers
- developing and advocating for solutions
- celebrating innovation and good practice

The submission

DPA is pleased to see that the Evans Bay project designs provide for accessible and inclusive features which include separate but parallel cycleways and walkways with appropriate safety dividers, wheelchair and mobility-aid user friendly ramps, accessible viewing areas, as well as mobility parking and seating arrangements. Many of these solutions will create a more accessible and universal journey across the scenic Evans Bay route which will benefit everyone, including disabled people.

Nevertheless, we do have some suggestions for further improvement which we will outline in this submission.

The United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) Articles most relevant to our submission are:

- Article 4.3 Involving disabled people and our organisations in decisions that affect us
- Article 5: Equality and non-discrimination
- Article 7: Children with disabilities
- Article 9: Accessibility

- Article 19: Living independently and being included in the community
- Article 20: Personal mobility
- Article 30: Participation in cultural life, recreation, leisure and sport

The New Zealand Government policies and strategies which are relevant to this submission are as follows:

New Zealand Disability Strategy 2016-2026:

- Outcome 5 - Accessibility

DPA's recommendations

Recommendation 1: DPA recommends that the seating being placed at strategic points along the pedestrian access corridor be comprised of varying heights (either higher or lower) and should include armrests so that people with mobility impairments, children and older people can easily get in or out of the seats

Recommendation 2: DPA recommends that the pedestrian crossings on the Greta Point to Cobham Drive stretch, contain smooth crossing bays for wheelchair and mobility aid users and good lighting as well as the placement of tactile indicators which will provide good access for blind and vision impaired people to these crossings.

Recommendation 3: DPA recommends that in respect of the parallel walkways and cycleways that there be both clear tactile strips and signage indicating where the walkway and cycleways begin and end for safety reasons. The establishment of a good safety divide in the form of tactile strips would be particularly important for blind and low vision pedestrians.

Recommendation 4: DPA recommends that to further enhance safety at the Greta Point pedestrian crossing and while recognising that a raised crossing will be good from a safety perspective, that audio-controlled crossings also be investigated as an option and that leading tactile is also needed from the footpath to the cycle lane in order for people to cross safely.

Recommendation 5: DPA recommends that in respect of the walkways and cycleways that a significant buffer gap be created to separate cyclists from walking and wheeling pedestrians - especially where cycleways cross over into pedestrian pathways - to give wheelchair users, blind and low vision people, people pushing children's strollers and, indeed, any pedestrian and cyclist the assurance that they can pass each other by safely without fear of collision.

Recommendation 6: DPA recommends that the concerns of people around the loss of parking spaces in Haitaitai be re-considered. We understand that some carparks will need to be removed to make way for the pedestrian pathway. In this regard, we fundamentally believe that walking and cycling should be encouraged over individual car use wherever possible for both health and environmental reasons. However, we would welcome the creation of a dedicated parking scheme serving the residents of Haitaitai and surrounding areas including at the Marina (with adequate numbers of mobility parking spaces provided) and this could be complemented by an improvement in accessible public transport options, especially by bus.

Recommendation 7: DPA recommends that more mobility parking spaces be created as required, particularly around the Marina, Cog Park and Greta Point areas. A greater number of pick-up and drop-off areas need to be inserted as well in order to give people with mobility and other impairments the ability to be picked up and dropped off safely in the area.

Recommendation 8: DPA recommends that on the Omarukaikuru/Point Jerminham stretch that the stepped access out to the rocks be complemented by a ramped access which would lead up to a viewing platform that would give wheelchair users, people with mobility impairments and non-disabled people safe and easy access to viewing the rocky outcrops.

Recommendation 9: DPA recommends that accessible water fountains (which are user friendly for everyone, including wheelchair users, people with mobility impairments, blind and vision impaired, etc) be set up at rest areas which would enable everyone to have access to fresh water for both drinking and filling up water bottles.

Recommendation 10: DPA recommends that Council review the safety, efficacy and effectiveness of existing protective seawalls around the Evans Bay precinct and that new wall builds or repairs be undertaken where needed.

Recommendation 11: DPA recommends that further co-design discussions take place with the wider disability community and disabled people's organisations, especially including DPA and Blind Citizens New Zealand (amongst others), during the remaining phase of the design and approvals process to ensure that the new tracks are fully accessible, inclusive, safe and user-friendly for everyone, including disabled people.

Conclusion

DPA welcomes the proposals to create new walking and cycling tracks around the Evans Bay area. We are positive about the fact that these will be more accessible and inclusive than current arrangements and will aesthetically enhance the look and feel of the area for both residents and visitors alike. However, we would like to see further changes made as recommended in this submission so that the area can be even safer and accessible for everyone, including disabled people.

NAME: Juliet Cooke	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

Is there anything specific you would like us to consider when looking to make changes to the area?

See attached document

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Important

Important

Free Post Authority Number 2199
Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

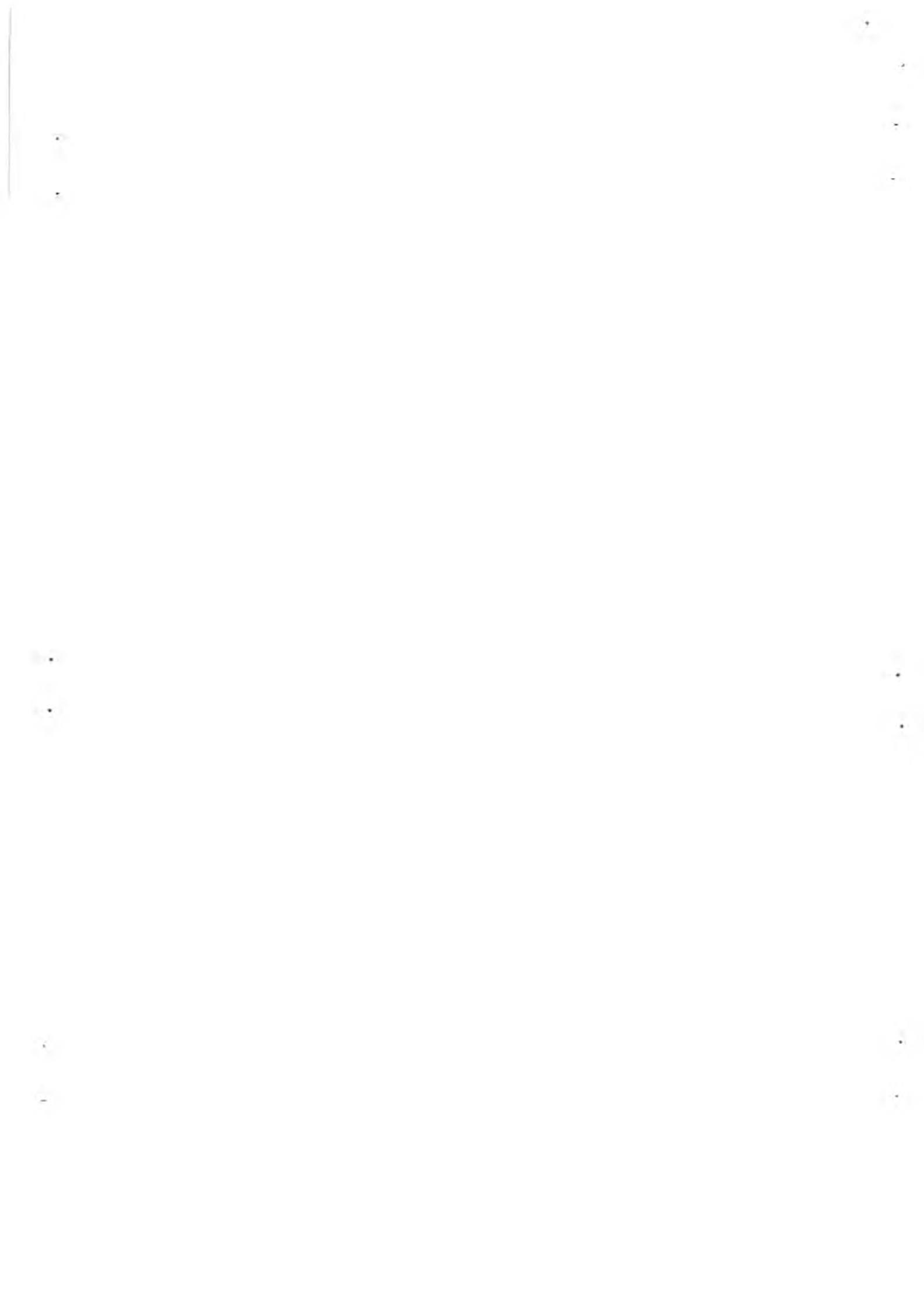
Freepost Wellington City Council
Evans Bay Parade Proposal
Wellington City Council
PO Box 2199
Wellington 6140



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Have your say on Evans Bay Parade

Wellington City Council is seeking feedback on a proposal for Evans Bay Parade between Greta Point and Cobham Drive. The proposal is aiming to make more space for people and improve the look and feel of the area.

You'll be asked about the proposal as a whole, then have the opportunity to provide detailed comments if desired. We'll also ask general questions about these changes.

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If you have any questions you can email us at evansbay@wcc.govt.nz

If you need help filling out a submission, please email us or phone us on **04 499 4444** and we will assist in whatever way works best for you.

Section one - Your details

Enter your name and contact details

First name	Last name
JULIET COOKE	COOKE
Street address	Suburb
[REDACTED]	KHANDALLAH
Phone/mobile	Email
[REDACTED]	[REDACTED]

Would you like to receive email updates about this project?

You'll receive an email when the results of this engagement are available. To receive further updates about this project, please select 'Yes'.

No Yes

I am making a submission as an individual on behalf of an organisation

Name of organisation

Would you like to speak to Councillors in support of your submission?

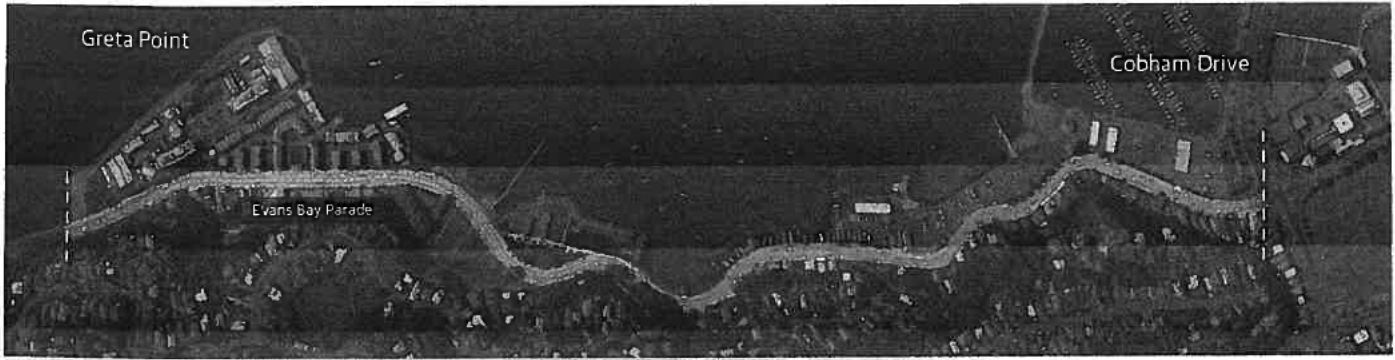
No Yes (If yes, please provide a phone number or email address)

Demographic information

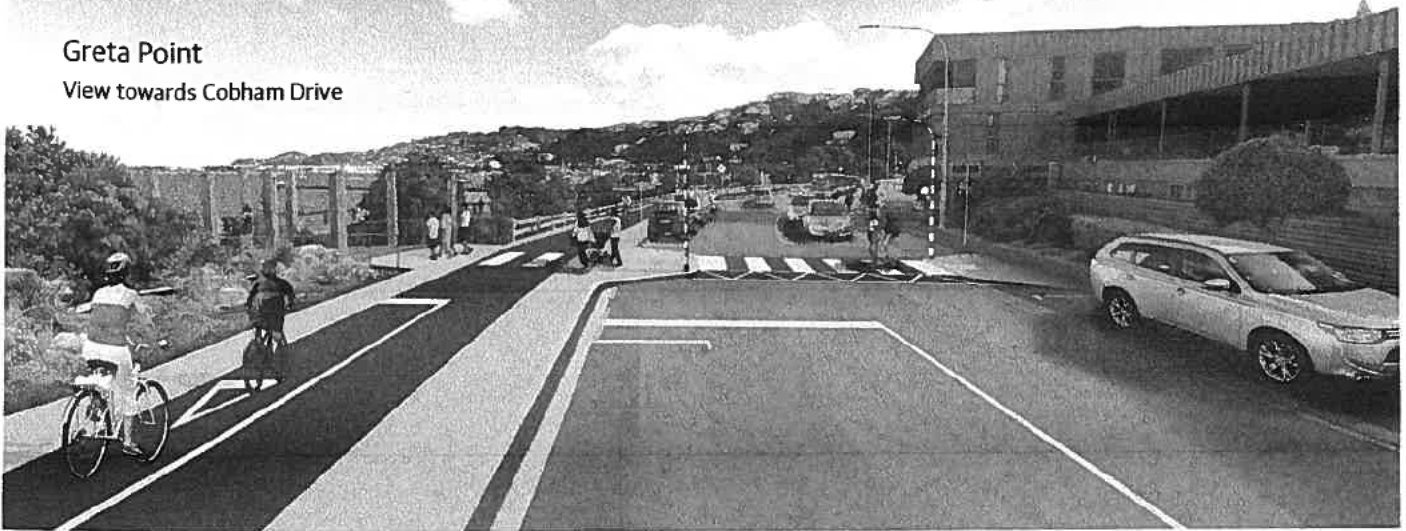
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Greta Point
View towards Cobham Drive



Section two - The proposal

Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?
including street layout, bus stop, pedestrian crossing and landscaping changes

- Strongly support Support Neutral Oppose Strongly oppose Don't know

Section five - Long-term impact

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

- Very positive Positive Neutral Negative Very negative Don't know

Why?

How important is it to make it easier and safer for people to **walk and ride bicycles** in and around this area?

- Very important Important Neutral Low importance Not important

How important is it to have a **connected and complete network of biking routes** across the city?

- Very important Important Neutral Low importance Not important

Section six - Relationship to Evans Bay Parade between Greta Point and Cobham Drive

What is the **main** way you travel through and around this area? Please only tick one option:

- Car
- Commercial vehicle (e.g. van or truck)
- Bicycle
- Bus
- Walk
- Motorcycle or motor scooter
- E-scooter, skateboard etc
- Wheelchair or mobility scooter

What relationships do you have to the area? Please tick all that apply:

- I live in the area
- I work in the area
- I own or manage a business in the area
- I visit the area (e.g. to see friends or businesses)
- I do recreational activities in the area (e.g. running, fishing, etc)
- I drop my kids at childcare
- I travel through the area
- I live in Wellington
- I don't have a relationship to the area
- Other (please specify)

What is the **main** relationship you have to the area?

- I live in the area
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- I visit the area (e.g. to see friends or businesses)
- I do recreational activities in the area (e.g. running, fishing, etc)
- I drop my kids at childcare
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- I live in Wellington
- I don't have a relationship to the area

Section three - Changes for different users

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?

- Very positive Positive Neutral Negative Very negative Don't know

Using the bus?

- Very positive Positive Neutral Negative Very negative Don't know

Riding bikes?

Thinking about recreational rides (kids & adults) and people commuting to/from the city

- Very positive Positive Neutral Negative Very negative Don't know

Recreational users?

e.g. people sailing, kayaking and swimming in the area

- Very positive Positive Neutral Negative Very negative Don't know

Driving vehicles/or riding motorbikes?

- Very positive Positive Neutral Negative Very negative Don't know

Living in the area?

- Very positive Positive Neutral Negative Very negative Don't know

Working/owning a business in the area?

- Very positive Positive Neutral Negative Very negative Don't know

Living with mobility or accessibility issues?

- Very positive Positive Neutral Negative Very negative Don't know

Section four - Proposal feedback

Is there anything specific you would like us to consider when looking to make changes to the area?

The loss of 110 carpark spaces from the vicinity of the Evans Bay Yacht Club and Britannia Sea Scouts is going to ~~be the~~ severely impact their activities.

My children have attended Britannia for 12 years now. This involves parents dropping off and picking up kids (in our case we pick up 2-3 from our area on a roster basis) as well as trailering boats, ~~for Regattas~~ and podding transport for Regattas and other off-site activities.

Usually the scout parents' car ~~spaces~~ occupy the available parks from the toilets north of Te Pere Hall to ~~the~~ about 30m South. We do have some ~~two~~ wheelchair band scout leaders, so a ramp accessing the hall would greatly improve their experience.

I also own a trailer-sailer which is in the Evans Bay Car Park. I am an active member of the club, usually taking part in Saturday races etc. as well as taking friends out on my boat ^{on other occasions}. Whilst there is always parking for me as I use my vehicle to launch my boat and then park it with the trailer in the public launching area, my crew or friends I am taking out park along Evans Bay Parade near my boat as they need to bring wet weather gear and lunch.

I ~~also~~ choose to take my bike into ~~the~~ the city from Khandallah when I don't need to carry or tow anything, for convenience of parking, exercise, and lack of emissions, although the lack of $\frac{1}{2}$ hourly trains at night to get home is now discouraging. So I agree a cycleway would be nice, but would appreciate retaining carparking at Evans Bay for boating activities.

Is it possible to create dual use cycle/carparking so that the cycleway can be used for carparking when ~~the~~ Britannia and the Yacht Club are busy, but used as a cycleway when they are not? Perhaps with priority given to bikers ~~on~~ commuting to and from work, and boating activities on weekends. (~~at~~ Britannia 6:30-9:30 pm on Wednesdays)

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

1030

NAME: Eldred Gilbert	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

See attached document

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Very Positive
Using the bus?	Positive
Riding bikes?	Positive
Recreational users? e.g. people sailing, kayaking and swimming in the area	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Positive

Why do you think that?

See attached document

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

Very important

Important

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2nd fold here

Free Post Authority Number 2199

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

5 OCT 21 NZP2

Free



Freepost Wellington City Council
Evans Bay Parade Proposal
Wellington City Council
PO Box 2199
Wellington 6140

Have your say on Evans Bay Parade

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If you need help filling out a submission, please email us or phone us on **04 499 4444** and we will assist in whatever way works best for you.

Section one - Your details

Enter your name and contact details

First name	Last name
<input type="text" value="Eldred"/>	<input type="text" value="Gilbert"/>
Street address	Suburb
<input type="text" value="[REDACTED]"/>	<input type="text" value="Hatai-fai"/>
Phone/mobile	Email
<input type="text" value="[REDACTED]"/>	<input type="text" value="[REDACTED]"/>

Would you like to receive email updates about this project?

You'll receive an email when the results of this engagement are available. To receive further updates about this project, please select 'Yes'.

No Yes

I am making a submission as an individual on behalf of an organisation

Name of organisation

Would you like to speak to Councillors in support of your submission?

No Yes (If yes, please provide a phone number or email address)

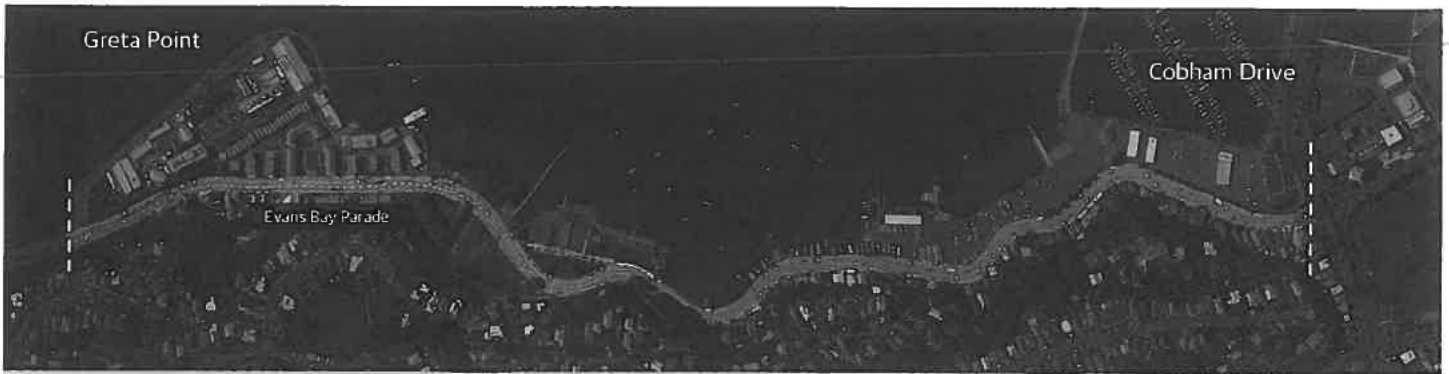
Demographic information

Which of the following age groups do you belong to?

Why do we collect information about you?

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Greta Point
View towards Cobham Drive



Section two - The proposal

Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?
including street layout, bus stop, pedestrian crossing and landscaping changes

- Strongly support Support Neutral Oppose Strongly oppose Don't know

Section three - Changes for different users

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?

Very positive Positive Neutral Negative Very negative Don't know

Using the bus?

Very positive Positive Neutral Negative Very negative Don't know

Riding bikes?

Thinking about recreational rides (kids & adults) and people commuting to/from the city

Very positive Positive Neutral Negative Very negative Don't know

Recreational users?

e.g. people sailing, kayaking and swimming in the area

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Driving vehicles/or riding motorbikes?

Very positive Positive Neutral Negative Very negative Don't know

Living in the area?

Very positive Positive Neutral Negative Very negative Don't know

Working/owning a business in the area?

Very positive Positive Neutral Negative Very negative Don't know

Living with mobility or accessibility issues?

Very positive Positive Neutral Negative Very negative Don't know

Section four - Proposal feedback

Is there anything specific you would like us to consider when looking to make changes to the area?

- I absolutely and definitely want the bus stop with the current shelter retained (opposite Cog Park) It is well used, and is also a back up for Treasure Grove when the No2 bus becomes overcrowded.
- I would like a Speed restriction similar to Oriental Parade.
- I would like a BBQ in Cog Park - much like Shorland Park - Cons agreed OK ✓
- The entry/exit to Rata Street is a death trap - it is a challenging area however is there a better engineering solution??
- There is a lot of recreational fishing around the area - especially behind Niwa etc. Please could we have an additional regular rubbish bin and a smaller receptacle for "fishing tackle" - I am picking up a lot of rusty fish hooks off the ground, that has been carelessly discarded.
additional.

Thankyou for:-

The staff of Wellington City Council

Regular Roadside Cleaning ✓

Regular Rubbish bins emptying ✓

Managing the Dog Park - which gives so much joy and pleasure to human and canine species!!

The improvements to Treasure Island Childrens park ✓✓

Moss Cleaning etc at the Slipway ✓

Putting in the disabled park and Pedestrian Crossing Cog Park ✓

- Predator free initiatives ✓

Section five - Long-term impact

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

- Very positive Positive Neutral Negative Very negative Don't know

Why?

*I think the Walk/Bike Strategies are useful.
The Bus network still requires improvement - we are not
seeing continued improvements.*

How important is it to make it easier and safer for people to **walk and ride bicycles** in and around this area?

- Very important Important Neutral Low importance Not important

How important is it to have a **connected and complete network of biking routes** across the city?

- Very important Important Neutral Low importance Not important

Section six - Relationship to Evans Bay Parade between Greta Point and Cobham Drive

What is the **main** way you travel through and around this area? Please only tick one option:

- Car
- Commercial vehicle (e.g. van or truck)
- Bicycle
- Bus
- Walk
- Motorcycle or motor scooter
- E-scooter, skateboard etc
- Wheelchair or mobility scooter

What relationships do you have to the area? Please tick all that apply:

- I live in the area
- I work in the area
- I own or manage a business in the area
- I visit the area (e.g. to see friends or businesses)
- I do recreational activities in the area (e.g. running, fishing, etc)
- I drop my kids at childcare
- I travel through the area
- I live in Wellington
- I don't have a relationship to the area
- Other (please specify)

I am part of a home based business

I intend to stay in my home for the long term.

What is the **main** relationship you have to the area?

- I live in the area
- I work in the area
- I own or manage a business in the area
- I visit the area (e.g. to see friends or businesses)
- I do recreational activities in the area (e.g. running, fishing, etc)
- I drop my kids at childcare
- I travel through the area
- I live in Wellington
- I don't have a relationship to the area

NAME: Graeme Yule	SUBURB:	ON BEHALF OF: Scots College	ORAL SUBMISSION: No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Is there anything specific you would like us to consider when looking to make changes to the area?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

<p>Walking in the area?</p> <p>Using the bus?</p> <p>Riding bikes?</p> <p>Recreational users? e.g. people sailing, kayaking and swimming in the area</p> <p>Driving vehicles/or riding motorbikes?</p> <p>Living in the area?</p> <p>Working/owning a business in the area?</p> <p>Living with mobility or accessibility issues?</p>	
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Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

From the Headmaster
Graeme Yule B.Com, Dip Tchg



30 September 2021

Learning. For Life.

To Whom It May Concern

I write to you as the Chair of the Tup Radford Intercollegiate Yachting Academy (TRIYA) that runs its operation from Evans Bay. TRIYA is an academy that provides a range of yachting opportunities to young college students interested in sailing across the Wellington region and is administered by its own Board with input from Scots College and Evans Bay Yacht Club. TRIYA has a strong relationship with EBYMBC with both their Commodore and General Manager sitting on TRIYA's committee given the joint relationship we share and close working relationship.

At our committee meeting last week your proposal was raised and the impact that this will have on the Evans Bay community. We would therefore request that you consider our feedback, as requested, to this proposal. TRIYA has for many years run its academy program at EBMBC. This program is supported by a generous sponsor and provides highly subsidised access to students from across the Wellington region to learn to sail. Our program caters for up to 60 students in any given week who attend from as far away as Newlands and Khandallah therefore while some can bus there the majority are dropped off or picked up by family or drive there given that these programs operate after 3:30pm and they have around 30 minutes to get there after school.

We are concerned about the impact your proposal will have not only to EBYMBC, TRIYA but also their affiliates and casual recreation users of the area. By removing the number of carparks, you are proposing of approx. 110 within 250m in each direction of EBYMBC that are currently used and are in high demand where do you propose these users of the area will park? This is not taking into consideration the approx. 30 parks that are being removed from Hataitai Beach which will put further pressure on the limited remaining parks.

TRIYA would therefore urge you to reconsider and reevaluate the impact on recreational activities completed from the EBYMBC facility and wider area with these activities requiring users to bring their vehicles to access the water area such as sailing gear, kayak's, paddleboard's, waka and fishing rods etc. It is not practical to expect these users to find another means of transport eg bike or bus. Losing this amount of carparking you are proposing is going to be extremely detrimental to the operation of both EBYMBC their affiliates and also casual recreational users.

Regards

Graeme Yule
Headmaster Scots College
Chair of TRIYA

Evans Bay Parade Proposal – Greta Point to Cobham Drive October 2021
Feedback

1032

NAME: Mark Coburn	SUBURB:	ON BEHALF OF: Port Nicholson Ponake (PNP) Cycle Club	ORAL SUBMISSION:
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

Is there anything specific you would like us to consider when looking to make changes to the area?

So if this submission could be included as "strongly supporting" the project.

My name appears near the bottom and have authorisation to submit on behalf of the club.
<https://www.pnp.org.nz/committee>

Would be nice if the online forms had the box at beginning to choose if on behalf of self or org. Then if org was picked, it wouldn't be asking for age and gender. Its ok if the submission form doesn't have questions that must be asked so I can just skip.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	
Using the bus?	
Riding bikes?	
Recreational users? e.g. people sailing, kayaking and swimming in the area	
Driving vehicles/or riding motorbikes?	
Living in the area?	
Working/owning a business in the area?	
Living with mobility or accessibility issues?	

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:

Why do you think that?

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How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

How important is it to have a connected and complete network of biking routes across the city?

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