



Paneke Pōneke - Bike network plan
Oral submitters report

2 November - 14 December 2021

Name	Suburb	Individual/Organisation	Page
Gary Holmes		Kilbirnie Business Network	1
Anja Mizdrak	Berhampore	as an individual	4
Tony Randle, President of the JCA		Johnsonville Community Association Inc	8
Paul and Joe Vegar		New World Miramar	11
David Boersen		Food Stuffs North Island	14
Gary Holmes		Karori Business Association	17
Leandra Broughton		Wellington City Youth Council	20
Ellen Blake		Living Street Aotearoa	23
Alex Litherland		Different Spokes - Rainbow Group et al	26
Amy Rice, Vice President, NCWNZ Wellington Branch		National Council of Women of New Zealand	29
Brandon Ru	Newlands	Johnsonville Fish Supply (11 Johnsonville Road)	32
Isobel Cairns	Rongotai	as an individual	35
Stephanie Cairns	Rongotai	as an individual	38
Isabella Cawthorn	Other - Porirua	as an individual	42
James Clarke	Berhampore	as an individual	45
Linda Beatson	Te Aro	as an individual	48
Bernard Dougherty	Other - Hutt Valley	as an individual	51
Karen Thomasa	Brooklyn	as an individual	54
Cecile	Tawa	as an individual	57
Alex Dyer	Island Bay	Cycle Wellington	60
William Guest	Karori	as an individual	63
Angela Rothwell	Mount Victoria	Mt Victoria Residents' Association	66
AA	Mount Victoria	as an individual	69
Ian Paterson	Brooklyn	as an individual	72
James Burgess	Brooklyn	as an individual	75
Robyn Parkinson		Tawa Community Board	78
Tony Vial	Wadestown	as an individual	81
Anna Nord	Island Bay	as an individual	84
Caroline Shaw	Hataitai	as an individual	87
Anthony Edmonds	Kelburn	Trails Wellington	90
Mark Kirk-Burnnand		Johnsonville Business Group	93
Kevin O'Donnell	Brooklyn	as an individual	96
Mark McCabe	Khandallah	as an individual	99
Dr Marion Leighton	Newtown	Doctors for Active, Safe Transport	102
Peter Cockrem	Mount Cook	as an individual	105
Kate Day	Berhampore	as an individual	110
Celeste Bartlett	Miramar	as an individual	113
Martin Powell	Newtown	as an individual	116
Xuzong Chen	Hataitai	as an individual	119
Nadine Dodge	Aro Valley	as an individual	123
Renee Pearce	Johnsonville	Nada Bakery	126
Benjamin Burkhart	Newlands	as an individual	129
Julie Anne Genter	Berhampore	as an individual	132
Juline Bunel	Wadestown	as an individual	135

nicholas booth	Melrose	as an individual	138
Tim Bradley	Newtown	as an individual	141
Ong, Su-Wuen	Thorndon	as an individual	144
Sam Hudson	Kilbirnie	as an individual	147
Craig Starnes	Brooklyn	as an individual	150
	Strathmore		
Valerie Morse	Park	as an individual	153
Steve Dixon	Hataitai	as an individual	156
Alicia Hall	Other - Kapiti	Parents for Climate Aotearoa	159
Richard Hovey	Brooklyn	as an individual	162
Gary Finlay		as an individual	165
Patrick Mills-Munday	Thorndon	as an individual	168
Amelia	Newlands	as an individual	171
	Strathmore		
Matt O'Neil	Park	as an individual	174
Alex Baker	Roseneath	as an individual	177
Tim	Broadmeadows	as an individual	180
David Puddephatt	Johnsonville	as an individual	183
Colin Fraser	Lyall Bay	as an individual	186
John-Luke Day	Berhampore	as an individual	189
Paula Warren	Kelburn	as an individual	192
Stephen Maslin	Newtown	as an individual	196
Anne and Chris Rowe	Kelburn	as an individual	199
Emma Osborne	Vogeltown	as an individual	202
John Morrison	Churton Park	as an individual	205
Katie Benson	Khandallah	as an individual	208
	Other - Hutt		
Steve B	Valley	as an individual	211
Rhedyn Law	Newtown	as an individual	214
Francesca Pouwer		as an individual	218
Lachlan Patterson	Karori	as an individual	221
Bronwyn	Newtown	as an individual	224
Chris	Brooklyn	as an individual	227
David Reid	Karori	as an individual	230
Freddy Tennant on behalf of Professor William Levack		University of Otago Wellington	233
Mark Johnston	Berhampore	as an individual	236
John Beaglehole	Karori	as an individual	239
Cathy Blakely	Vogeltown	as an individual	242
Kate Zwartz		as an individual	245
Mitchell Smith	Hataitai	as an individual	248
Corwin Newall	Tawa	as an individual	251
Simon	Karori	as an individual	254
Jill Ford		as an individual	257
Peter Stevens	Roseneath	as an individual	260
Caroline Vincent	Brooklyn	as an individual	266
John Galvin	Ngaio	as an individual	269
Kerry Parker	Island Bay	as an individual	272
Andrew Bartlett	Miramar	as an individual	275

Neil Deans	Khandallah	as an individual	279
Joey Sauer	Mount Victoria	as an individual	283
Lane McLeod	Aro Valley	as an individual	286
Sophia Newsome	Other - Hutt Valley	as an individual	289
Daniel Spector	Highbury	as an individual	292
George Hickmott	Karori	as an individual	295
Joey Shannon	Roseneath	as an individual	298
Michelle Rush	Ngaio	as an individual	301
James Hart	Tawa	as an individual	305
Zara Molijn	Ngaio	as an individual	309
James Robertson	Brooklyn	as an individual	312
Lucy Stewart	Wadestown	as an individual	315
Stephen Day		as an individual	318
McLeish Martin	Miramar	as an individual	321
Michael Dowse	Newtown	as an individual	324
Michael Thomas	Karori	as an individual	327
Douglas Maclachlan	Other - Wairarapa	as an individual	330
Nick Rinehart	Oriental Bay	as an individual	333
Gerard Bellam	Island Bay	as an individual	336
Geraint Scott	Other - Hutt Valley	as an individual	339
Lance Lones	Seatoun	as an individual	343
Adam Dubas	Hataitai	as an individual	346

Feedback



NAME: Gary Holmes	SUBURB:	ON BEHALF OF: Kilbirnie Business Network	ORAL SUBMISSION Yes
-----------------------------	----------------	---	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Overall, do you support the proposed bike network plan?

Do you agree the proposed network connects the key locations in the city?

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking

Using public transport

Riding bikes

Using scooters/skateboards etc.

Driving vehicles

Living on a route

Working/owning a business on a route

Living with mobility or accessibility issues

Children travelling to school

A school on a route

A sportsground or club on a route

People visiting Wellington

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

What should we consider when putting in interim solutions?



14 December 2021

Bike Network plan engagement
Wellington City Council
PO Box 2199
Wellington 6140

Dear Sir / Madam,

Bike network plan feedback from Kilbirnie Business Network Inc.

This submission is made on behalf of the owners and operators of the approximately 250 businesses in the Kilbirnie, Rongotai and Lyall Bay business communities.

The Kilbirnie Business Network recognises the desire to move to alternative, more active forms of transport and the need for mode shift in the coming years but believes that Onepu Road itself is not the optimal location for a cycleway for the reasons listed below. These are very similar to points made last year which were accepted by council when it proposed a temporary pop-up cycleway and then subsequently abandoned the idea. We are very disappointed to see that the project has been revised and consultation carried out so close to the Christmas holiday period.

The Kilbirnie Business Network opposes the planned cycle way along Onepu Rd for the following reasons:

1. This proposal has not been well considered. While we don't have specific designs at this stage, it is safe to assume that council will simply revert to their previous plan for Onepu Rd which will involve the removal of 41 carparks and re-aligning the centreline on Onepu Rd to install the cycle ways.

Why is the busiest road in Kilbirnie being chosen for the cycleway when there are far safer options such as via Ross Street and Yule Street. Is it because of the inevitable backlash from residents and their visitors who would no longer be able to park outside their homes? Doesn't council also have a duty to consider impacts on business owners?

2. We note that no formal technical analysis on the proposed cycleway along Onepu Road has been carried out except to indicate that it would result in the loss of 41 on-street car parks.
3. No consideration has been given to the impact on Kilbirnie businesses through a reduction in carparks, safety concerns from trucks (up to 100 a day) turning into Pak N Save and the access to other anchor tenants such as Countdown and the impending arrival of Chemist Warehouse and additional residential / retail developments at the corner of Rongotai and Onepu Roads.

Kilbirnie Business Network Inc
PO Box 14-356, Kilbirnie, Wellington 6421
www.kilbirnie.org.nz manager@kilbirnie.org.nz



4. In the latest Parking Occupancy survey in June this year, it was found that there was a high occupancy rate of parking in the Kilbirnie shopping centre (the highest of any suburban centre in Wellington) – the loss of an additional 41 parks will not help this. In addition, no consideration has been given to the removal of disabled carparks required by some businesses such as the local doctor's surgery.
5. No evidence has been provided to support the proposal, such as cyclist numbers in the catchment area. Indeed, those numbers, if they do exist, are likely to be tiny because the catchment area is essentially only Lyall Bay. We have had feedback from keen cyclists who indicate they wouldn't even use this cycleway and officers and councillors have been unable to answer how the introduction of these on-road cycle ways contribute to improving social distancing.
7. No alternative options seem to have been considered. Businesses, already badly impacted by Covid restrictions, are being asked for feedback right before Christmas and at a time when they are rightly focussed on rebuilding their businesses and their livelihoods.

We request the opportunity to speak to our submission if the opportunity is available.

Yours sincerely

A handwritten signature in black ink, appearing to read "Gary Holmes", with a long horizontal stroke extending to the right.

Gary Holmes

Kilbirnie Business Network - E: [REDACTED] [REDACTED]

Feedback



NAME: Anja Mizdrak	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
------------------------------	------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?

Direct route the length of Tinakori Road rather than cyclists having to take circuitous routes

What else should we consider when implementing the bike network in this area?

Linking in key local recreation sites (e.g. Tinakori Hill)

AREA C: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	Provision of quiet routes for students new to cycling around the Vic Uni campus. Additional branch to Zealandia and Makara bike park as these are key recreational areas that people currently drive to.
What else should we consider when implementing the bike network in this area?	"Zig-zaggy" routes to alleviate the steep gradient and make cycling more viable. Also, consider opportunities for linking cycle network with the cable car

AREA D: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	Additional link to rest of network is likely to be needed on Aotea Quay
What else should we consider when implementing the bike network in this area?	Ensure sufficient separation of cyclists and pedestrians in addition to separation of cyclists and motor vehicles

AREA E: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	Cross-connections between suburbs are missing, and some suburbs are not connected to the network (e.g. Vogeltown, Kingston, Melrose). Not connecting these suburbs is likely to reduce use of the network in the area, due to the volume of motor vehicles that will continue to be used by residents in 'unconnected' suburbs - and known on impact on residents in the 'connected' suburbs. An additional route along Te Wharepouri St and through Newtown would likely be better for businesses and for less fit cyclists than the proposed Rintoul St route. Both the Rintoul St route and a route along Te Wharepouri St will be needed to maximise cycling uptake and provide direct connections between key amenities in the area. The proposed route between the top of Constable St and Riddiford St needs to be designed so that cyclists are not held up by the number of turns needed on this section - particularly turning right from Wilson St onto Riddiford St. Routing this
--	---

<p>What else should we consider when implementing the bike network in this area?</p>	<p>link via Mein St is likely to improve the experience for 'through cyclists' turning right at traffic lights instead, but be less beneficial for local businesses in Newtown. A fully separated route down Constable St would be better - it would mean cyclists pass more local businesses, more eyes on the street and better lighting would increase the safety for female cyclists, and a more direct connection for cyclists. The proposed network is missing connections that would maximise uptake: Wellington Zoo (and various sports facilities in the vicinity of the zoo), MacAlister Park and Wakefield Park. Finally, a key connection has been missed on Derwent St between the coast and The Parade - this is a key link for movement between Ōwhiro Bay and Island Bay (noting that the closest amenities for Ōwhiro Bay residents are those in Island Bay).</p>
	<p>Further cross-connections should be added in time through the town belt between Brooklyn, Newtown, and Lyall Bay - a "hill route" to complement the proposed "coastal route"</p>
<p>AREA F: Do you think the network is on the right streets within this area?</p>	
<p>No - I have a suggestion for using an alternative route</p>	
<p>Thinking about the proposed streets, what do you think we should consider?</p>	<p>Coutts St link missing - the full length should be cycleway</p>
<p>What else should we consider when implementing the bike network in this area?</p>	

Overall, what do you think we should consider when implementing the proposed network?

Firstly, I strongly support the bike network plan – it is a great first step in responding to the climate crisis and will make Wellington better. I can say with confidence that I will be one of the many Wellingtonians that do not currently cycle but who will have the confidence to once the bike network is in place. To maximise uptake, Wellington will need to deliver high quality infrastructure (not just paint). In addition, uptake will be maximised by expanding beyond the currently proposed network in the years to come. For example, cross-suburb connections (e.g. Brooklyn to Newtown) should be added in the future. Secondly, there are a range of additional measures that will help support uptake under the proposed network. Strong enforcement of speed limits and parking policies will help to increase the perceived and actual safety for cyclists. For example, the finding that average vehicle speeds exceeded the speed

limit in the Brooklyn Hill bike lane trial both before and after the temporary cycle lane was installed shows that current measures are insufficient in creating a safe environment for cyclists. Thirdly, the proposed matrix for the type of cycle lane to be implemented at different vehicle speeds and volumes (pg 49) does not sufficiently prioritise cyclist safety. Shared paths and paint are not sufficient where vehicle speeds are above 30kph, regardless of volume. This matrix should be updated so that it reflects what acceptable solutions are for the most vulnerable cyclists, and not what might be acceptable to current cyclists. The matrix should ensure that vulnerable cyclists, including children and those travelling slowly (either due to fitness or disability) are able to get from place to place safely. This is critical to maximise equity in uptake of the bike network. In addition, evidence suggests that shared walking/cycling areas are undesirable so this also needs to be taken into account – particularly given the increasing popularity of e-bikes. Finally, the bike network needs to be well integrated into the city as a whole. Bike parking, placemaking and wayfinding need to be integrated – the network needs to fit into Wellington. For example, the network needs to reach the key “Wellington” locations like Zealandia, Wellington Zoo, and Mt Victoria – and routes between these locations should be well signposted. Recreational cycling is already a popular activity and the bike network should capitalise on this. The bike network also needs to be integrated into transport links across the region as a whole (e.g. through greater provision for bikes on trains from the Hutt). Permanent solutions will need to account for Wellington’s unique challenges (hilliness and windiness) and the interim solutions should be used to pilot options. For example, to test what sort of greening/planting along routes reduces the impact of wind. Let’s make cycling as “Wellington” as a flat white.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Neutral
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Don't know
Children travelling to school	Positive
A school on a route	Positive
A sportsground or club on a route	Positive
People visiting Wellington	Positive

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

Ensure strong enforcement of parking and speeds in areas where streets are changed to prevent these areas and the people using them from being abused. Clear evaluation strategy needed for interim changes to ensure that permanent solutions are as high quality as possible. Sufficient bike parking needs to be included in the interim solutions too.

Feedback



NAME: Tony Randle, President of the JCA	SUBURB:	ON BEHALF OF: Johnsonville Community Association Inc	ORAL SUBMISSION Yes
--	----------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Overall, do you support the proposed bike network plan?

Do you agree the proposed network connects the key locations in the city?

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking

Using public transport

Riding bikes

Using scooters/skateboards etc.

Driving vehicles

Living on a route

Working/owning a business on a route

Living with mobility or accessibility issues

Children travelling to school

A school on a route

A sportsground or club on a route

People visiting Wellington

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

What should we consider when putting in interim solutions?

Johnsonville Community Association

Submission to WCC Bike Plan

14 December 2021

Tony Randle, President of the JCA



The following is the Submission of the Johnsonville Community Association (JCA) to the Wellington City Council (WCC) 2021 public consultation on the proposed Bike Plan.

The JCA would appreciate the opportunity to present its submission in oral form.

The Bike Plan investment is excessive

While the JCA supports investment in improving the transport across the city, we are concerned about the relatively large amount planned for cycling which is only used by a small number of the city's residents ... only about 3% of commuters from Johnsonville use bicycles.

It is also a concern that many of our community who are unable to drive due to health, age or physical impairment, cannot also cycle for the same reason. It is unfair that the city invest so much in a mode of travel that cannot be used by so many of our more vulnerable residents.

In contrast, the preferred alternative mode to driving for Johnsonville residents of all types is a bus PT service that has not had any investment in the past two decades. It is disappointing to note that this still has a smaller planned budget than the WCC plans for cycleways.

The JCA requests that the WCC proceed with cycleway investment more slowly than proposed in the Bike Plan so that the uptake of cycling promised by the plan is proven before major changes are made to our travel corridors.

No changes to Johnsonville Road

The Wellington City Council's new Bike Plan includes adding a "Primary" cycleway along the length of Johnsonville Road. Because Johnsonville Road is quite narrow, there is not room for street-side car parking and a protected cycleway (like the city has built in Island Bay). And because the WCC Parking Policy gives priority to cycleways over car parks, this will mean that most of the car parks along Johnsonville road will be removed to make space for a cycleway ... a change that will severely impact the numerous retail businesses along our main street.

As any business owner along Johnsonville Road will tell you, there are actually very few cyclists that travel along Johnsonville Road, during the day and the evening there are almost

none so any new improved cycleway will not be used. A key reason we have few cyclists along this road, is it is both difficult and unsafe for many cyclists, especially through the busy roundabouts. The other is Johnsonville is too far and too hilly for most people to choose to cycle to work.

Is there an Alternative?

The WCC has long held that Moorefield Road is the main cycleway route into and through Johnsonville. There is already a wide combined walkway cycleway built along the Western side of this road. In addition, this cycleway leads to our schools and provides a safer connection along 50kmph roads to Ngaio Gorge.

In addition, there is already a cycleway (also little used) along Broderick Road that those few hardy cyclists travelling up/down Ngaurunga Gorge.

On this basis, if the WCC insist on building a cycleway through Johnsonville, then the JCA requests the Primary cycleway route should be via Broderick Road/Moorefield Road and **not** along Johnsonville Road.

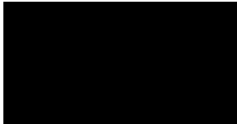
There is already a cycleway along Johnsonville Road that appears to meet the need of the few cyclists that use it. There have not been any reported serious accidents or issues involving cyclists along this very busy street. Therefore, the JCA requests that the WCC change its Bike Plan and remove Johnsonville Road from the list of streets that are proposed to be changed.

Conclusion

While cycling and walking will clearly be an important alternative mode for parts of the city that are flatter and closer to the CBD, the key alternative mode that needs investment in North Wellington is bus based public transport (the Johnsonville Line cannot really be improved by further investment). The WCC Bike Plan focus should therefore be on improving cycling facilities in those areas that already have significant proven cycle use and any success in these areas can then provide the justification for further investment in more distant suburbs such as Johnsonville.

The JCA makes the above points to help ensure the WCC Bike Plan works for the best interest of our community and the wider city.

Feedback



NAME: Paul and Joe Vegar	SUBURB:	ON BEHALF OF: New World Miramar	ORAL SUBMISSION Yes
------------------------------------	----------------	---	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Overall, do you support the proposed bike network plan?

Do you agree the proposed network connects the key locations in the city?

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	
Using public transport	
Riding bikes	
Using scooters/skateboards etc.	
Driving vehicles	
Living on a route	
Working/owning a business on a route	
Living with mobility or accessibility issues	
Children travelling to school	
A school on a route	
A sportsground or club on a route	
People visiting Wellington	

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

What should we consider when putting in interim solutions?

To: Wellington City Council
Email: bikenetwork@wcc.govt.nz
From: Joe & Paul Vegar, Owners / Operators New World Miramar
Re: Paneke Pōneke - Bike Network Plan
Date: 14 December 2021

Background

My brother and I, and our families together operate the New World supermarket, New World Fuel site, and the New Zealand Post centre in Miramar. We have operated our businesses as part of the Miramar community for almost two decades and are somewhat concerned and surprised to hear of the Council's latest Bike Network plans. We have repeatedly and concertedly expressed our wish to be involved and consulted over the development of plans for the Miramar area. The Council appears to be actively avoiding any sort of proper engagement with its known stakeholders.

Collectively our business are the single largest retail business ratepayer on Miramar Avenue and on the Miramar peninsula. We were surprised we were not directly contacted about this proposal given our previous engagement with Council, and only learned about this by chance.

Cycle Lane Choking Miramar Avenue

We are concerned that any proposal to bring cycle lanes along Miramar Avenue will choke all capacity for Miramar Avenue to service existing businesses located along Miramar Avenue and connected to Miramar Avenue. The Council has previously prepared 'pretty pictures' and consulted on concepts, and then implemented these without any real testing through proper resource consenting processes or proper public consultation. Will this happen again?

Our concern is what will this proposal for cycle routes mean for all the businesses located in Miramar - that rely on the road network to get customers and service vehicles in and out of their premises on a regular basis. We are a high traffic generator, but that is because everyone needs food. It is well established that grocery shopping is done by vehicle due to the volumes people purchase. This has been reinforced by covid as people have sought to minimise their external contact, particularly those in high-risk groups, by completing larger less frequent shopping trips. We will still require vehicles to access our site in high numbers. To do this safely we will need left and right hand turning movements in and out of the site, as we currently hold resource consent for. Removal of these movements will cause significant traffic congestion in the wider Miramar area. We would be actively opposed to any proposal to alter any of the turning or serving movements into our site.

Insufficient Assessment

The assessment threshold set by the Council for itself is significantly lower than any private proposal is duly considered to be assessed against. Why are there not multiple options considered? Where are the comparative safety assessments of each alternative route? Where is the analysis of what the impact is on the existing business and traffic that services these businesses?

We would suggest that none of this information is available as the Council has not completed this assessment as it is required to do. Nor has it any intention of completing any such assessment rather



its has made it its mind up and intends of delivering the routes as proposed, and is simply going through the motions. As little as six months ago the Council told us it had no plans for routes through Miramar, and then miraculously in less than a couple of months it has put a whole of Wellington Cycle Strategy is ready for consultation, how can that be?

Clash between Mass Rapid Transport and Cycling

The consultation for the Bike Network Plan is occurring concurrently with the consultation for the Let's Get Wellington Moving Mass Rapid Transit (MRT) Proposal. This proposal also includes Miramar Avenue. We are in support of Miramar Avenue being used in this way as the MRT and current vehicle use are much more complementary and together operate safely and efficiently. MRT will provide more on road capacity than cycling will.

The MRT has much more limited route availability and the preferred route along Miramar Avenue should be retained and protected for MRT. MRT should be given priority ahead of cycling. As should existing road users servicing or visiting existing business along Miramar Avenue.

Cycle Route Selection

As noted earlier, Council seems to have selected only one route. We are of firm opinion from talking to both our customers, our staff and other businesses in the area that there are multiple other routes in the area that should be considered and would provide safer, more desirable, and more cycle friendly routes. We will speak further to these at the hearing of submissions.

Not all cycle journey's (we would argue the majority) do not need or want to travel through Miramar shops or along Miramar Avenue – so why therefore is this the central route?

Cycle routes are about providing access off the peninsular – so why is there so few routes proposed (except the one indirect route through Miramar Shops) off the Peninsular?

Road Safety

There has been no safety assessment of the proposed routes. There are numerous flaws in each leg of the route proposed. The Council officers will no doubt argue these can be designed out with costly time-consuming works, that disrupt the adjacent businesses and the community, hamper traffic and hurt cycling in the short term by providing further barriers to cycling – as with the current charade of construction on Stage 1 (\$1m+ budget blow out?). While safe alternative routes already exist which Council officer's are ignoring.

Protection of Pohutukawas on Miramar Avenue

We are concerned about the removal of the Pohutukawa trees along Miramar Avenue – this is a lovely feature of the Avenue. The trees by their presence limit road widening, limit the ability for cycle lanes and MRT. The trees also limit sight lines for vehicles exiting the various driveways – this will be a safety issue that cannot be safely addressed regardless of whatever cycleway design should it be implemented here.

The Pohutukawa trees are of very long standing and have special meaning and significance to the local Maori community .



Conclusion

Miramar Avenue needs to be retained and maintained to services the business that provide employment and service the Miramar community. The Council needs to consider alternative routes for cycling. Miramar Avenue needs to be retained for MRT.

We wish to be heard in regard to our submission.

Paul & Joe Vegar

New World Miramar

Co Owner/Operators

Paul & Joe Vegar 11/12/2021.

Feedback



NAME: David Boersen	SUBURB:	ON BEHALF OF: Food Stuffs North Island	ORAL SUBMISSION Yes
-------------------------------	----------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Overall, do you support the proposed bike network plan?

Do you agree the proposed network connects the key locations in the city?

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking

Using public transport

Riding bikes

Using scooters/skateboards etc.

Driving vehicles

Living on a route

Working/owning a business on a route

Living with mobility or accessibility issues

Children travelling to school

A school on a route

A sportsground or club on a route

People visiting Wellington

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

What should we consider when putting in interim solutions?

Wellington City Council Paneke Pōneke

Bike Network Plan - Engagement Feedback



To: Wellington City Council
Email: bikenetwork@wcc.govt.nz
From: David Boersen, Development Manager, Foodstuffs North Island Limited
Re: Paneke Pōneke - Bike Network Plan
Date: 14 December 2021

OVERVIEW – PANEKE PŌNEKE, WELLINGTON BIKE NETWORK PLAN

Wellington City Council's Paneke Pōneke Bike Network Plan is the proposal for a sustainable, safe and efficient cycling and active transport network for the future of Wellington. It supersedes the Wellington Cycleways Masterplan 2015 in establishing a cycling framework for the next ten years. The decision to create a bike network was made in May/June as part of the Long-term Plan 2021–2031. Consultation on the Bike Network Plan closes on 14 December 2021 and will be considered for adoption by Councillors in early 2022. The consultation for the Bike Network Plan is occurring concurrently with the consultation for the Let's get Wellington Moving Mass Rapid Transit proposal and the Draft Wellington City Council District Plan.

FOODSTUFFS IN MIRAMAR

By way of background Foodstuffs North Island Limited (FSNI) operates four businesses along Miramar Ave, Miramar. The New world supermarket, Liquorland, New World Fuel site, NZ Post centre. FSNI is the single largest retail business ratepayer on Miramar Avenue and on the Miramar peninsula. We have tried to engage with Wellington City Council on numerous occasions on this matter in the past, and we are very surprised we were not directly notified about consultation on the strategy, and only found out about it by chance. This is spite of our repeated request to Council to keep us abreast of the matter. We repeat our previous submissions that Wellington City Council is delivering up *a fait a compli* and has no real intent to consult as demonstrated by its actions/on in actions to meaningful engage with key stakeholders on this matter.

MIRAMAR AS EMPLOYMENT AND BUSINESS AREA

The Miramar shops are a retail and commercial area that supports the entire Miramar Peninsula including Seatoun and Karaka Bays, while the Southampton/Stone street/Tauhinui Road (as does Park Road) provides provide local commercial employment area (see Figure 1). There is an existing Metlink Stop at Miramar Avenue near Stone Street right in front of New World Miramar (48 Miramar Avenue) (see Figure 2). This area of the Miramar shops is zoned Local Centre Zone with a maximum height limit of 22m.

This area employs significant numbers of people and services a large part of wider Miramar community through wide variety of retail. The road network is needed to continue provide servicing to these businesses. Capacity of the road network should not compromised.

CYCLING ON MIRAMAR PENINSULAR

FSNI supports cycling connections to this local employment area, but notes there are a large number of local streets that suitably provide for cycling already (see Figure 3). Cyclists need to be better catered for as they leave and return to Miramar (see Figure 4), and in practical sense this must

Bike Network Plan - Engagement Feedback

.....

recognise that not every single cyclist sees Miramar Avenue/Miramar shops as central element of their journey or needs to travel along Miramar Avenue. There are numerous other routes that would be much more direct and preferred for those that need to leave the peninsular for employment. Cyclists would also not seek to travel through the particularly congested and safe environment of the local Miramar shopping centre with cars manoeuvring in and out of car parking spaces, or having to navigate the roundabout Miramar/Park, which is harder to navigate than most due to the acute angles on entry and exit. Unless the Council is proposing to remove all parking through Miramar, but is choosing not to consult on that stage of its proposal yet – and will deliver that up to wider retail community at some later stage? Again as *a fait a compli*?



Figure 1: Employment and Retail on Miramar Peninsula



Figure 2: Miramar Avenue (Source: Draft Wellington District Plan Maps)



Good access to Tauhinu Road



Good access to Stone Street/Southampton Road

Figure 3: Easy and safe cycling routes in local employment areas



Figure 4: Example of easy and safe cycling routes required for cyclists to leave and return to wider Miramar Penninsular (not via Miramar Avenue)

The cycle path has been simplistically drawn, plotting the Miramar shops at the 'centre' of all cycling routes passing in and out of the peninsula. This is both overly simplistic and does not reflect cycling patterns on the peninsula.

LET'S GET WELLINGTON MOVING MASS RAPID TRANSIT PROPOSAL

The proposed Paneke Pōneke Bike Network Plan route passes down Miramar Avenue and past the New World Miramar store at 48 Miramar Avenue. This bike network along Miramar Avenue shares the same route as the proposed Bus Rapid Transit route as part of the Let's Get Wellington Moving Mass Rapid Transit proposal.

FSNI wish to draw Council's attention to a potential conflict between the use of Miramar Avenue for Bus Rapid Transit, a potential cycle path, and private motor vehicle use for vehicles entering and egressing the New World Miramar store at 48 Miramar Avenue. FSNI also wish to engage with Council on the potential for an alternate route than the current one shown along Miramar Avenue adjacent to Miramar New World.

BUSS RAPID TRANSIT AND BIKE NETWORK PLAN – MIRAMAR AVENUE

.....

Generally speaking, supermarkets are inherently high traffic generating activities by necessity as people use private motor vehicles to perform shopping trips. The New World Miramar store at 48 Miramar Avenue experiences high volumes of traffic around Miramar Avenue and Stone Street in particular. Whilst it is anticipated that vehicular traffic volumes will be reduced in future as a result of the Mass Rapid Transit and Bike Network Plan proposals, supermarkets by their nature are likely to retain high degrees of private vehicle movements irrespectively.

FSNI supports the use of Miramar Avenue for Bus Rapid Transit and for a potential stop near Stone Street on Miramar Avenue. However, FSNI have concerns that to include a dedicated cycleway on Miramar Avenue may create an unsafe environment and conflict between the different modes of transport in this corridor. Whilst FSNI supports the Bike Network Plan and the proposal to bring it through Miramar shops and commercial retail area, FSNI suggests that the Bike Network Plan route takes an alternate path that does not pass adjacent to the New World Miramar store at 48 Miramar Avenue.

One of the stated aims of Wellington City Council and Paneke Pōneke is to encourage people that do not currently cycle for commuting purposes, and may have a low level of mobility or confidence, to take up cycling and use the future cycling network. FSNI has concerns that by creating a potentially unsafe environment by placing cyclists within the same transport corridor as buses and cars, that this goal may not be effectively achieved. FSNI therefore recommends that an alternate dedicated route for the Bike Network path be considered that separates cycling entirely from the Buss Rapid Transit and high volumes of vehicular traffic currently experienced on Miramar Avenue. Separation of cycling paths from other forms of transport has been proven to both greatly increase levels of cycling and encourage the use of cycle paths, and reduce the quantity and seriousness of road accidents that cyclists are involved in.

In addition to potential conflicts between priority buses, cars and bicycles, Miramar Avenue is a tree-lined avenue with high amenity values, the mature trees give the area a unique character. FSNI is concerned that creating a dedicated cycle lane may necessitate the removal of these trees. Even if this is not the case, these trees inherently reduce visibility for people entering and leaving New World Miramar, furthering compounding potential traffic conflicts. FSNI seeks the retention of these trees whatever the outcome is for the final route selection and detailed design stage.

As is indicated in Figure 5, the proposed route for Bus Rapid Transit for Miramar is already well connected to active transport means and walkability, and this in itself greatly reduce private motor vehicle movements. It is FSNI's opinion that the addition of a cycle way to this corridor may impede rather than enhance the effectiveness of the Bus Rapid Transit Route, and that any cycle way should instead compliment this critical transport corridor.

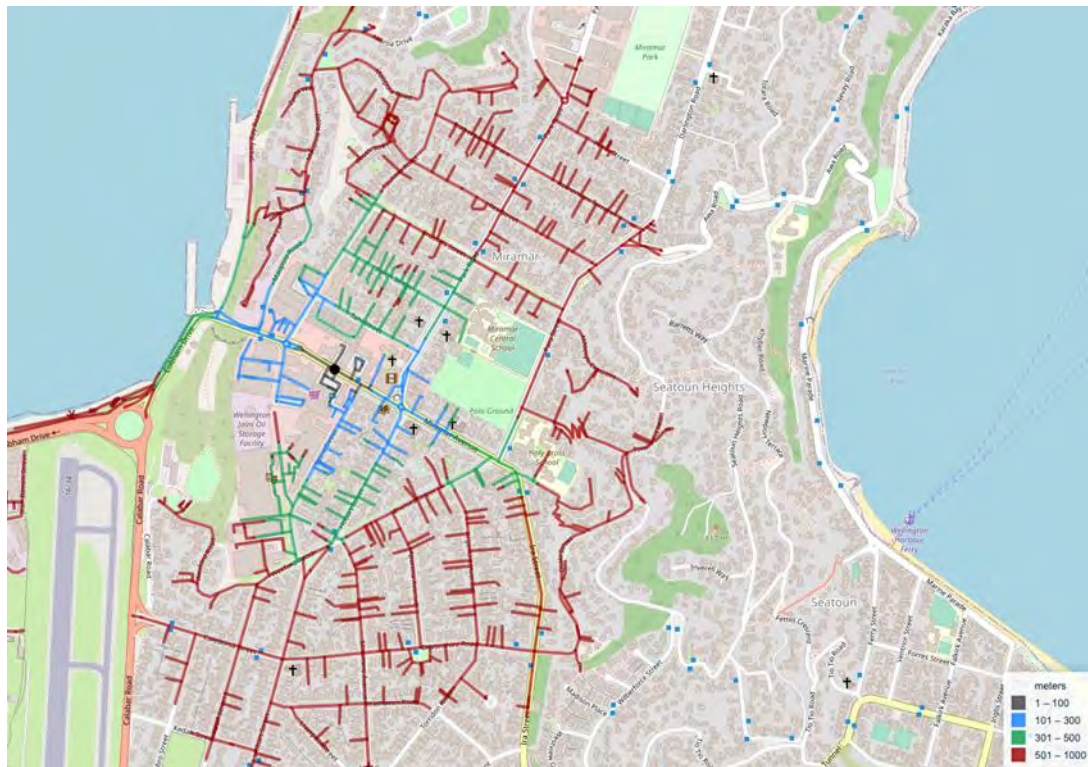


Figure 5 – Walkability Catchment for stop at Miramar (Source: www.iso4app.net)

SUMMARY

It is noted that in the consultation documents for the Bike Network Plan, Wellington City Council has indicated that the final route selection has not been fully determined, and that some deviation may be considered. FSNI considers that the deviation of the route is a minimum requirement for Miramar for the following three reasons:

- 1) Miramar shops is not the 'centre' of all cycling routes and there are more practical routes open for and able to service more cyclists.
- 2) Potential conflict between Bus Rapid Transit and vehicle use of Miramar Avenue and safe cycle use recommends the Miramar Avenue should prioritise vehicular and Bus Rapid Transport (as the latter will reduce car patronage more than cycling).
- 3) Miramar Avenue needs to be retained to services existing retail and employment business located along the Avenue and in the surrounding area.
- 4) FSNI supports Bus Rapid Transport Stop adjacent to New World Miramar.

NEXT STEPS

The current round of public feedback on the Paneke Pōneke Bike Network Plan proposal concludes on 14 December 2021. Wellington City Council have indicated that the current round of feedback on the Bike Network Plan will be considered for adoption by Councillors in early 2022. A timeframe for any further consultation has not been given, and it is noted that Council is already making a start on two of the critical routes outlined in the proposal. The next stage identified by Council is to prioritise work programmes for other areas of the preferred route. Is this consultation process a sham?

Wellington City Council Paneke Pōneke

Bike Network Plan - Engagement Feedback



.....

Based on these timeframes and factors identified above, FSNI seek to engage with Wellington City Council and Paneke Pōneke as matter of urgency, preferably before the final plan is put before Councillors for approval. This would naturally have to occur as early in 2022 as practically possible. FSNI reiterates its wish to engage with Wellington City Council to create the most successful, well-integrated and efficient system of Mass Rapid Transit and cycling and active transport networks for the future of both Miramar and Wellington.

FSNI wishes to be heard in regard to its submissions as is required under the requirements of the Local Government Act 2002.

This proposal is significant for the people and business and Miramar. This proposal is significant in terms of the Council's Significance Policy and should be treated as such.

Feedback



NAME: Gary Holmes	SUBURB:	ON BEHALF OF: Karori Business Association	ORAL SUBMISSION Yes
-----------------------------	----------------	---	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Overall, do you support the proposed bike network plan?

Do you agree the proposed network connects the key locations in the city?

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	
Using public transport	
Riding bikes	
Using scooters/skateboards etc.	
Driving vehicles	
Living on a route	
Working/owning a business on a route	
Living with mobility or accessibility issues	
Children travelling to school	
A school on a route	
A sportsground or club on a route	
People visiting Wellington	

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

What should we consider when putting in interim solutions?



14 December 2021

Bike Network plan engagement
Wellington City Council
PO Box 2199
Wellington 6140

Dear Sir / Madam,

Bike network plan feedback from Karori Business Association Inc.

This submission is made on behalf of the owners and operators of the approximately 80 businesses in the Karori Central and Marsden Village business communities.

This feedback has been compiled after a request to members for them to share their thoughts, concerns, and general feedback.

The Karori Business Association recognises the desire to move to alternative, more active forms of transport and the need for mode shift in the coming years but believe that Karori Road itself is not the optimal location for a cycleway and believe that it would be better located on adjacent side streets such as Friend/Homewood Ave or Braithwaite/Birdwood. Some of these streets are wider than Karori Rd and so aid the movement of cyclists away from high used routes by other traffic.

Below is some site-specific feedback from our members in Karori Central and Marsden Village.

Karori Central

Karori Bridge Club operate in the Karori town centre, and they believe the removal of or reduction in car parking in front of their club would be highly detrimental for many of their members who are elderly and have disabilities.

These members require easy access to the club, including the provision of an area for drop off and pick up. This particularly applies to the afternoon sessions between 1pm and 4.30pm on Mondays and Fridays where up to a dozen members utilise this service. Removal of a stopping area in front of the club will result in these members being unable to play. Furthermore, removal of parking will make it more difficult for people to find parking in the afternoon, as parking at the Mall and round the Mall (Parkvale Road) is time restricted.

The club has observed that with the influx of new housing it is becoming much harder for individuals to find parking in the neighbouring streets of Chamberlain Road, Beauchamp Street, Raine Street and Campbell Street and this will only get worse with the new government rules allowing even more intensive housing developments with no requirement for off-street carparking.



In addition, the club offers a 12-week teaching course that is held on Mondays. The club rooms are hired for various functions during the year, these usually require catering therefore there would be a need for a loading zone so that the caterers would be able to deliver their goods.

The other aspect that concerns the club is that Karori Road is reasonably narrow, so with proposal of the cycle network and more public transport, access will be very difficult and somewhat dangerous for many people playing bridge. If there is limited parking, then many bridge club members must park further away from bridge club, this will become hazardous and a safety concern.

We do not believe that the council has not considered the concerns of local businesses and clubs in the area who rely on parking in close proximity to these venues. Yes, there always needs to be a way to address traffic congestion with increasing numbers of cars in growing busy suburban shopping area, however in the current situation, the cycle proposal is not a viable option.

Marsden Village

There are very few options for side street or off-street parking in Marsden Village. While there is an existing parking area behind the shops on the eastern side of Karori Road, the area has begun to be redeveloped to include apartments on the second floor and discussions with the property owner indicate that many of the existing car parks will no longer be available to shoppers in the medium to long term as they will be utilised by the new apartment owners with limited spaces available to existing business operators.

The owners of 4 Square in Marsden Village bought the business a year ago and the three carparks out the front of the store are very important to them and surrounding businesses as it means customers can easily stop and pop in, in the afternoon especially between 3pm-6pm.



The 4 Square averages 350-500 customers per day and observations suggest that on average 40% of customers would use these carparks at the front and find them very handy, and if they are not available they don't stop especially peak afternoon/evening time after school and work.

Earlier in the year the shop was unable to use these carparks while the lights and crossing out the front of the shop were changed - this lasted for around 6 weeks and sales were down markedly as customers couldn't stop - so they didn't.

Marsden Village is filled with small businesses who keep this area and the village alive, filled with hard working small business owners. The locals have been using this village for years and it has a lot of history. Removing the on-street carparks would cause the village to suffer and all the businesses in it as, if it is not easy to get a park and stop, they won't.

The 4 Square owners support cycling and have plenty of cycling customers and seek a solution which suits both cyclists and customers who travel by car. The on-street carparks also act as a drop off spot for our suppliers to deliver stock - if there are no carparks this would also affect that.

Removal of on-street carparks in the village would also be a huge blow in particular to the elderly who park right outside the Unichem Pharmacy and the book store.

The pharmacy often sees very frail or not so mobile people park in these spaces for easy access to the pharmacy. These customers often have sizeable prescription boxes that staff assist them with carrying to their vehicles – something that would not be possible if their cars were parked further away.

There is concern about the ability for its many elderly customers to be able to easily access this essential service and there is also the potential impact on courier drivers for the drugs that gets dropped off each day – there are already issues where sometimes if all the parks are taken, they simply come back the next day for the retail orders sometimes which is frustrating.

Boutique fashion shop Florence Boutique has compiled the following data in early December from their customers detailing suburb of origin and means of transport used in getting to the shop.

- 2 Dec Thursday - 50% Karori, 50% non-Karori - 96% car, 4% walk
- 3 Dec Friday - 74.2% Karori, 25.8% Non-Karori - 87% car, 6.4% bus, 3.2% walk, 3.2% Uber
- 5 Dec Sunday - 54.6% Karori, 45.4% non-Karori - Car 86.4%, 13.6% walk
- 6 Dec Monday - 45% Karori, 55% non-Karori - 72.7 % car, 18% walk, 9% bus

None of their customers arrived by bike on any of the four days surveyed and indicated they would be unlikely to do so if a cycle lane was provided.

The owners of Marsden Books, a locally owned small independent bookshop located at 159 Karori Road and part of the Marsden Village community for more than 40 years, support the notion of increased investment in active transport modes, but are concerned at the impact of potentially losing the small amount of car parking available directly outside the village businesses particularly during the afternoon and evening commuter peak.



The bookshop provides Postal Services for NZ Post and a significant portion of their customers are elderly and unlikely to be users of active transport modes and without immediate parking may struggle to continue to shop in the village.

Should the council's proposal be considering a cycleway that impacts the parking at only peak times, then Council should be aware that the afternoon/evening peak disruption of car parking would be far more damaging to the Village businesses than a morning peak. The village receives a significant proportion of sales from after school pick-ups. For Marsden Books this is often in the order of 30% of sales between 3-5pm.

Some eight years ago when there were discussions about a possible introduction of bus lanes along Karori Road, the then Marsden Village Business Association asked each of the shops on the eastern side of Karori Road shops to record over a 3-week period the percentage of their turnover in this time -5pm slot.

The data then showed that this was between 18% and 31% and when the Association presented that data to the Greater Wellington Regional Council at a meeting chaired by Fran Wilde she stated that "no one has ever presented that data to us before and clearly if that were to happen the businesses would most probably close and the impact of that on the whole Village would be enormous and the disastrous".

Ms Wilde followed that up by visiting Marsden Village to talk with the business people here to explain the Regional Councils plans and again stated that there would be no bus lane. At that time both Andy Foster and Simon Woolf were our "Ward Councillors" and they agreed that putting in a cycle lane or a bus lane through that side of Karori Road simply should not and could not be done.

While any cycleway into Kaori would improve safety and be well utilised by commuters, the length of cycleway affected by car parking in Marsden Village would only be in the order of 100m. The interface between parking and cyclists should be able to be managed over this short distance.

Karori Business Association members recognise and support Section 4.1 of Council's 2020 Parking Policy that states: *Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.*

However we do need to point out that the absolute importance of parking availability for retail shopping strips such as Marsden Village and Karori Central (it is our lifeblood) and the impact of losing on-street parks would be extremely detrimental and if any parks were to be removed, it is vital that to retain drop-off zones and short stay spaces as a bare minimum.

Cycleways have their place but establishing them on main arterial routes is not the right way to encourage mode shift, especially when it threatens to destroy the livelihood of local businesses.

Wellington City Council does not have a good track record when it comes to installing cycleways and we ask the council to consider the following points when considering the installation of a cycle lane on Karori Road.

- The Parking occupancy and duration survey conducted in June this year only covered 49 on-street parks in and around the Karori Mall but did not consider Marsden Village at all.
- Shoppers, particularly the elderly, do not ride bikes when coming to do their weekly shopping or to visit pharmacies, doctors, or hairdressers (when was the last time you saw someone visit the hairdresser for an hour only to come out, put their helmet on and cycle away)?
- Private off-street parking (in Marsden Village) is reducing and parking on adjacent streets is coming under huge pressure as more people work from home and this will only get worse in the years to come as new housing developments are no longer required to provide off street carparks.
- We believe that access to the businesses and services that Karori and Marsden Village has to offer the community should be accessible to all transport users, active and others. Removing the approximately 24 car parks in Marsden Village denies this to those unable to utilise an active transport mode and will have a disproportionately negative affect on the businesses that have been struggling during these COVID times.
- We question how the Council can confidently predict that cycle numbers will increase in Karori when the council's own cycle counter data shows that the average number of cyclists riding into Karori per day was just over 100 (that was in June this year and the counter has been out of action ever since)?

The Karori Business Association respectfully requests that alternative locations for a cycle lane between the CBD and Karori be considered and that they be located on adjacent side streets rather than on Karori Road itself to ensure that an already under pressure business community does not lose customers to the point where businesses are no longer viable.

We request the opportunity to speak to our submission if the opportunity is available.

Yours sincerely

A handwritten signature in black ink, appearing to read 'G. Holmes', with a horizontal line extending to the right.

Gary Holmes



www.karoribusiness.co.nz

Feedback



NAME: Leandra Broughton	SUBURB:	ON BEHALF OF: Wellington City Youth Council	ORAL SUBMISSION Yes
-----------------------------------	----------------	---	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Overall, do you support the proposed bike network plan?

Do you agree the proposed network connects the key locations in the city?

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	
Using public transport	
Riding bikes	
Using scooters/skateboards etc.	
Driving vehicles	
Living on a route	
Working/owning a business on a route	
Living with mobility or accessibility issues	
Children travelling to school	
A school on a route	
A sportsground or club on a route	
People visiting Wellington	

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

What should we consider when putting in interim solutions?

Paneke Pōneke Submission

To the Wellington City Council

December 2021

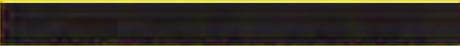
Wellington City Youth Council

Te Rūnanga Taiohi o te Kaunihera o Pōneke

We wish to appear in person to support our submission.

Contact person:

Leandra Broughton, Youth Councillor


c/o Wellington City Council, PO Box 2199, Wellington

Introduction

1. The Wellington City Youth Council (Youth Council) welcomes the opportunity to submit on Paneke Pōneke the Bike Network Plan.

Overview of submission

2. The submission by Youth Council on Paneke Pōneke will address the following topics:
 - a. Support of the proposed network
 - b. What is important for rangatahi
 - c. Support of interim solutions

Support of the Network

3. Youth Council wholeheartedly supports the proposed bike network plan.
4. With 34% of Wellington's emissions coming from road transport, mode shift is essential to ensuring that we reduce our emissions as a city and create a sustainable, accessible, and healthy place to live. Biking is a healthy, low cost, low carbon option for transport.
5. With 76% of people saying that they would consider cycling if safe, separated infrastructure was provided, we have a massive opportunity to create a city where many more people cycle for their daily transport between home, school, mahi, and other commitments.
6. We have to create high quality and well connected cycleways to provide an attractive alternative to private vehicles. In turn, more people cycling will mean that it is easier for people to drive when they really need to.
7. Providing convenient and safe places to store bikes is important to encourage people to bike. The two tier bike rack on Grey Street, the introduction of LockyDocks, and bike fix it stations are all great ways to encourage people to bike.
8. Division of walkers on main streets and e scooter riders/cyclists could create less congested, and safer walkways on busy roads. Reducing pedestrian traffic as well as road traffic due to increased use of the cycleway route.

What is important for rangatahi

9. Making it accessible, cheap, and attractive for rangatahi to bike is imperative to creating a sustainable city with a positive and encouraging outlook on cycling.
10. Rangatahi won't follow the typical suburbs to city commute that typical bike networks support. Home to school or education and other commitments is a common theme. The accelerated bike network is a good way to ensure that as many safe routes are provided as possible.
11. Rangatahi need to feel safe when cycling. Many haven't yet learnt the road rules and this might make them more hesitant to cycle, especially when cycling involves intermingling with traffic on tight roads. This is why providing separated bike paths is important.
12. Working with the Regional Council to make it easy to put your bike on busses and trains is important to ensure that young people feel like they have options with a bike. The hills of Wellington make it attractive to be able to easily take your bike on public transport as an option as well as cycling everywhere.

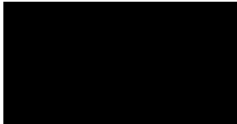
Support of the interim solutions

13. Youth Council supports the use of interim solutions, both as a way to test out what people like best, and as a way to ensure that safe, separated cycle infrastructure is installed quickly.
14. Creating an extensive bike network as soon as possible will move us closer to our carbon zero goals, and to a culture shift that will support more people to take up the option of biking to get around.

Conclusion

15. Youth Council wholeheartedly supports the bike network plan, with its impacts leading to a healthier, safer, and less congested city.
16. Youth Council encourages Council to think about how rangatahi will use the network.
17. Youth Council supports the interim solutions both as a way to test out what people like best, and to roll out an extended cycleways network faster.

Feedback



NAME: Ellen Blake	SUBURB:	ON BEHALF OF: Living Street Aotearoa	ORAL SUBMISSION Yes
-----------------------------	----------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Overall, do you support the proposed bike network plan?

Do you agree the proposed network connects the key locations in the city?

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	
Using public transport	
Riding bikes	
Using scooters/skateboards etc.	
Driving vehicles	
Living on a route	
Working/owning a business on a route	
Living with mobility or accessibility issues	
Children travelling to school	
A school on a route	
A sportsground or club on a route	
People visiting Wellington	

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

What should we consider when putting in interim solutions?

Living Streets Aotearoa



www.livingstreets.org.nz

Submission from Living Streets to Wellington City Council on the Bike Network Plan 2021

Contact person:

Ellen Blake



Date:

14 December 2021

General

Living Streets supports the proposal of a best practice bike and micromobility network for Wellington. We particularly support providing a safe, separated space for bikes and micromobility so that footpaths are safe for pedestrians and that the sustainable transport hierarchy is followed.

Sustainable Transport hierarchy and 'shared paths'

This means that shared paths are not a solution for Wellington. The bike network plan shows that some sections of the existing bike network need an upgrade. Living Streets recommends this includes upgrading all sections that were former footpaths, and are now shared paths including:

- along Moorefield Rd between Onslow College and Johnsonville
- through Tawa
- Wakely Rd path between Ngauranga Gorge and Newlands
- Ngauranga Gorge paths on both sides of the road, these are high speed cycling environments
- the Waterfront between Aotea Quay and Oriental Parade
- along Kemp St in Kilbirnie, between Evans Bay Parade and Rongotai Rd
- Crawford Road
- Brooklyn Hill Road
- Arthur Street and along Karo Drive
- the new dog-leg around the Chaffers New World is yet another proposed shared path.

As an integral part of this plan WCC should implement the sustainable transport hierarchy by ensuring that provision for pedestrians is not made worse by the new network, and that any changes to pedestrian facilities are fully consistent with the Pedestrian Network Guidance.

More generally, a best practice approach should be adopted for all sustainable modes including pedestrians and bus passengers, so separation and a multi-modal approach is key. This includes bus passengers having priority at all bus stops (and light rail stops in the future) and safe access on and off the bus.

Path surfaces

Decisions have been made to use different surface material on existing pedestrian/cycle paths around Wellington that disadvantage pedestrians. Use of rigid hard concrete makes walking unpleasant for any distance and is not necessary to differentiate the not best practice unseparated paths. It makes no sense that pedestrians, those who are in closest contact with the surface and cause the least wear should have the hardest, roughest, hardest-wearing and most expensive surface. Recent research^{1 2} shows that walking surfaces are being investigated to provide better, more appropriate surfaces. In the interim we strongly recommend that asphalt is used in preference to concrete. Concrete is not appropriate for walking.

Parking

All bike and micromobility parking should be located on the road or vehicle space and not on the footpath.

Routes

A Quays – Cable – Wakefield Street bike lane is essential for any bike network in Wellington and is a significant omission in the plan. A bike lane could occupy the middle of the road along the Quays if the west kerbside is used for the Public Transport spine. The waterfront side of the median could be repurposed for other vehicles.

Consideration should be given to primary bike routes on different roads from public transport routes. For instance, Tory Street instead of Kent and Cambridge or Taranaki St as the main route from the south. A repurposed Vivian St would provide a great east-west link.

Pedestrian interface

We support best practice spatially and grade-separated facilities for pedestrians and micromobility vehicle use.

All public space users need access to toilets, shade, shelter and seating. These elements of good placemaking should be included in improvements, as should the use of tactical urbanism to get the design right before significant change is made.

The link between LGWM MRT and Golden Mile projects and the bike network is not well made. How will bikes and other micromobility interact with the MRT route? Why is the bike network shown along the Golden Mile which is a public transport and pedestrian priority route?

About Living Streets

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

¹ <https://www.pearl.place/>

² https://www.knowledgehub.transport.govt.nz/assets/TKH-Uploads/HubPresentations/Designing-mobility-systems-for-People-and-Planet-event_Tyler.pdf

Feedback



NAME: Alex Litherland	SUBURB:	ON BEHALF OF: Different Spokes - Rainbow Group et al	ORAL SUBMISSION Yes
---------------------------------	----------------	---	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Overall, do you support the proposed bike network plan?

Do you agree the proposed network connects the key locations in the city?

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	
Using public transport	
Riding bikes	
Using scooters/skateboards etc.	
Driving vehicles	
Living on a route	
Working/owning a business on a route	
Living with mobility or accessibility issues	
Children travelling to school	
A school on a route	
A sportsground or club on a route	
People visiting Wellington	

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

What should we consider when putting in interim solutions?

PANEKE PŌNEKE: CYCLE NETWORK FORMAL RAINBOW GROUP SUBMISSION

This formal submission has been created by [Different Spokes Pōneke](#). Different Spokes Pōneke is a cycling club based in Wellington, New Zealand. Our club is LGBTTTQIA+ (lesbian, gay, bisexual, transgender, takatāpui, queer, intersex, asexual, and other rainbow identities) friendly. This submission was built on the back of a community hui that had different representatives of the rainbow community, whereby we explored how the rainbow community might be impacted by the three plans put forward by Wellington City Council. The following rainbow and non-rainbow organisations co-opt and endorse this submission:

- Rainbow advocacy organisation [Rainbow Wellington](#)
- Wellington cycle advocacy group [Cycle Wellington](#)
- Rainbow youth organisation [InsideOut](#)
- Youth-led climate action organisation [Generation Zero Wellington](#)

There is a strong rainbow bike riding community in Wellington, and many more who would likely start riding or ride more often with the introduction of a well connected bike network that has increased access, safety, and presentation that is welcoming and inclusive. The proposed network would make a huge difference to wellbeing and travel access for many in the rainbow community. It would make a difference to traffic/bike safety, and has the potential to increase safety from discriminatory harm as well.

For the rainbow community, the public spaces we move through are as important as the destinations we're trying to reach, thus feeling safe and included while moving through these spaces are paramount to LGBTQI+ people. The rainbow community faces worse mental and physical health outcomes, lower financial status, as well as facing disproportionate physical violence and discrimination compared to the general New Zealand population (<https://mentalhealth.org.nz/news/post/mental-health-inquiry-time-to-get-on-with-it>).

The [Counting Ourselves Executive Summary](#) research shows that hardships, disadvantage and adversity are even more acute for **the transgender population**, whereby:

- Almost a third of participants (32%) reported someone had had sex with them against their will since they were 13. This is a much higher rate of sexual violence than for women or for men in the general population.
- Participants who reported this were twice as likely to have attempted suicide in the past year (18%) than participants who did not report this (9%).
- Almost half (47%) reported someone had attempted to have sex with them against their will, since the age of 13.

Cycling infrastructure design, and the spaces that surround them, should ensure there is adequate lighting, space and visibility, especially for more isolated or bushy areas, and especially for night time. This will make routes both feel and be safer, making them usable for a greater portion of the rainbow community and wider community. Applying Crime Prevention Through Environmental Design (CPTED) principles would ensure this.

Public spaces should also reflect and honour our rich and diverse rainbow history and culture, and this can include bike routes (<https://www.pridenz.com/>). They should be welcoming, safe and inviting spaces, making clear the rainbow community belongs and matters, and thus playing a part in uplifting the experience of LGBTQI+ people. For the bike network, this could take the shape of rainbow crossings, public art by rainbow artists, and other design elements that enhance rainbow visibility. Many options including these are manageable enough to be applied to the interim solutions as well. Ensure both interim and permanent solutions are transformational, practical, beautiful, and lasting.

This formal submission is endorsed by:



Feedback



NAME: Amy Rice, Vice President, NCWNZ Wellington Branch	SUBURB:	ON BEHALF OF: National Council of Women of New Zealand	ORAL SUBMISSION Yes
---	----------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Overall, do you support the proposed bike network plan?

Do you agree the proposed network connects the key locations in the city?

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking

Using public transport

Riding bikes

Using scooters/skateboards etc.

Driving vehicles

Living on a route

Working/owning a business on a route

Living with mobility or accessibility issues

Children travelling to school

A school on a route

A sportsground or club on a route

People visiting Wellington

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

What should we consider when putting in interim solutions?



29 November 2021

**Submission to the Wellington City Council
Bike Network Plan
Based on feedback from the public consultation session
“What Wellington WomeNB Want” on Tuesday 23 November 2021**

1. Introduction

- The National Council of Women of New Zealand, Te Kaunihera Wahine o Aotearoa (NCWNZ) is an umbrella group representing over 200 organisations affiliated at either national level or to one of our 15 Branches. In addition, about 450 people are individual members. Collectively our reach is over 450,000 with many of our membership organisations representing all genders. NCWNZ’s vision is a gender equal New Zealand and research shows we will be better off socially and economically if we are gender equal. Through research, discussion and action, NCWNZ in partnership with others, seeks to realise its vision of gender equality because it is a basic human right.
- This submission has been prepared by the NCWNZ Wellington Branch after consultation with women in Wellington at a public session titled “What Wellington WomeNB Want: Draft District Plan / Bike Network Plan / Let’s Get Welly Moving”. The session had around 10 women in attendance, including a Wellington City Council (WCC) City Councillor.
- **This submission is not a reflection of or aligned with NCWNZ policy. Views expressed here are based from attendees who attended the “What Wellington WomeNB Want” Zoom session.**

COMMENTS FROM “WHAT WELLINGTON WOMEN WANT” SESSION

2. Travelling around the city

2.1. Attendees normally travel around the city via:

- Walking along the waterfront or down the golden mile
- Bus (sometimes multiple)
- Ride sharing apps
- Car for areas without bus routes (e.g. Park Road, Miramar), or everywhere for those with mobility issues
- E-scooter (rented)
- E-bike

2.2. Attendees would like to travel around the city via:

- Walking wherever possible
- Bus to get to the suburbs if buses had greater connectivity, frequency and reliability
- Car for places outside the city centre, or in the city centre for those with mobility issues
- E-scooter if it felt safer and more suitable for footpaths
- Cycling if it felt safer

3. Do you think the proposed network connects the key locations in the city? What locations are not connected?

- The network appears to connect most key places and make it easy to get into the city centre

4. What impact do you think the proposed network will have on people when they are:

Walking?

- People will possibly more aware of their surroundings if they have less footpath to work with
- Would need safety considerations when dividing the street for bikes/e-scooters sneaking up behind walkers. Needs to be clear where bikes should be and where walkers should be.
- Hear less car traffic if people replace private transport usage with biking

Using public transport?

- Might affect people catching a bus if they know they can take a bike on the bus if it rains etc
- Buses could arrive quicker if there are fewer cars on the road

Riding bikes?

- Safer
- More bikers
- Happier and healthier

Using scooters/skateboards, etc?

- Safer
- More children using scooters/skateboards
- Better communities who come together to scooter/skate

Driving vehicles or riding motorbikes?

- Less traffic if more people are on bikes
- Might also slow down if lanes are made narrower, or parks are removed
- Car users may be upset that they can't drive to or park where cars could before, some may change their shopping habits as a result

Living with mobility or accessibility issues?

- Will possibly feel a bit concerned that less footpath space will be unsafe for them or make streets inaccessible. Need to ensure there are places for bike storage and scooter storage (so that scooters aren't lying across the footpath)
- Happier if streets are made wider to accommodate
- If car parks are removed, people who require private transport for accessibility issues can still do that. Disability pass does not include everyone this may affect so disabled parks will not be inclusive enough.

5. What impact do you think the proposed network will have on:

Children travelling to school?

- More kids using scooters or bikes to get to school

A school on a proposed route?

- Potentially more students if school zones widen as increased travel routes to access the school

A sportsground or club on a proposed route?

- There could be a positive impact if players are able to cycle to trainings - good warm up/cool down, not dependent on parents/others to get dropped off. This positive impact may be moderated by the cold weather in winter

- If carparking is removed to make space for cycle lanes, this could negatively affect sportsgrounds; most parents stay and watch their children play sport so taking away the parking will impact on parents ability to take their children and the child's sports gear if no parking is available. Especially if they have more than one child playing sports.

People visiting Wellington?

- They're more likely to rent a bike to get around. They may have parking issues.
- Many people travel toward Wellington for the walkways (i.e. Tararua track) so may come for the cycleways!
- Crocodile bikes an attraction
- Lots of pubs/restaurants near their hotels so they can walk there

6. Who else should be considered?

- Business owners - how will local businesses be affected if car parks are removed/roads are changed to accommodate bike lanes?
- Women - how can the safety of women be ensured?
- Older/Senior population

7. How important is it to install the bike network as quickly as possible?

- Some attendees believe the network should be implemented quickly as more people riding bikes will be significantly better for our environment, and will have a positive impact on public health and building communities. Further, if we can see the network working in other parts of the city, there might be greater buy-in for rolling out the network elsewhere
- Some attendees believe it is not important as the cost outweighs the low number of people using it

8. What should we consider when putting in interim solutions?

- Accessibility- audio signalling etc.
- Buses are not often a viable alternative while we wait for bike lanes. Should fix the buses first
- Bike/tyre maintenance along the proposed routes

9. Conclusion

- A special thanks to Councillor Iona Pannett who attended online on the night. Her support and insights were much appreciated. We also thank Councillor Jill Day, our Branch Co-Patron, for her willingness to support this event.
- We suggest WCC support and encourage further engagement sessions like "What Wellington Women Want", facilitated by groups such as NCWNZ Wellington Branch.
- We would welcome the opportunity to present the findings of our engagement session orally.

Feedback



NAME: Brandon Ru	SUBURB: Newlands	ON BEHALF OF: Johnsonville Fish Supply (11 Johnsonville Road)	ORAL SUBMISSION Yes
----------------------------	----------------------------	---	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Low importance

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Disagree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Neutral

Overall, do you support the proposed bike network plan?

Oppose

Do you agree the proposed network connects the key locations in the city?

Disagree

What locations do you think are not connected by the proposed network?

Northern suburbs aren't really connected to the city. Especially at the junction at the bottom of the gorge and lower hutt, it is dangerous for cyclists.

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?

The new bike lane should not be on Johnsonville Road. The bike lane replacing the car parks along the street is going to be disastrous for small businesses along the whole road, and affect those with accessibility needs (elderly, disabled, children).

What else should we consider when implementing the bike network in this area?

The relative use of cyclists in Johnsonville is incredibly low (2%). It is quite difficult to cycle to work from the

	Northern Suburbs, as going down the gorge and crossing into town is very dangerous. That is where most work should be.
--	--

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
--	--

What else should we consider when implementing the bike network in this area?	
---	--

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
--	--

What else should we consider when implementing the bike network in this area?	
---	--

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
--	--

What else should we consider when implementing the bike network in this area?	
---	--

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
--	--

What else should we consider when implementing the bike network in this area?	
---	--

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
--	--

What else should we consider when implementing the bike network in this area?	
---	--

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Neutral
Using public transport	Neutral
Riding bikes	Neutral
Using scooters/skateboards etc.	Neutral
Driving vehicles	Very negative
Living on a route	Negative
Working/owning a business on a route	Very negative
Living with mobility or accessibility issues	Very negative
Children travelling to school	Positive
A school on a route	Neutral
A sportsground or club on a route	Neutral
People visiting Wellington	Neutral

Who else should we consider?	Commercial delivery (couriers, services, etc) and private transport (taxis, ubers, etc).
-------------------------------------	--

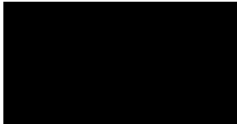
How important is it to get the bike network installed as quickly as possible?

Not at all important

What should we consider when putting in interim solutions?

Just dont

Feedback



NAME: Isobel Cairns	SUBURB: Rongotai	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------------	----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	Consider an alternative route to the waterfront, as this is often clogged with pedestrians and is a major source of conflict. Cyclists often need to go fast down here
What else should we consider when implementing the bike network in this area?	Glad to see Salamanca Road is part of the network. You'll need to think about access to the university as this is a major workplace as well as a study hub. The rise of e-bikes has meant many more people can ride to it and should be encouraged to do so (th

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	Use Moxham St rather than Ruahine St. Use Kilbirnie Cres.
What else should we consider when implementing the bike network in this area?	Consider the danger the Pak n'Save poses to those on the cycle path. People be going in and out of that carpark all the time

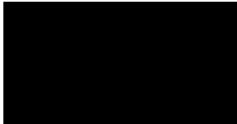
Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Positive
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive

Driving vehicles	Positive
Living on a route	Positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	
	major hubs of work e.g. the university, downtown commuters

How important is it to get the bike network installed as quickly as possible?	
	Very important
What should we consider when putting in interim solutions?	
	think about how they link together. Don't make them less safe than existing. Look at where people already bike

Feedback



NAME: Stephanie Cairns	SUBURB: Rongotai	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
----------------------------------	----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
 What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

Connections to the waterfront should be prioritized in the order of works. Currently the waterfront is the main cross-town cycling route and there is no easy and safe way on or off it at any point. In particular the connection between Cambridge Terrace and

What else should we consider when implementing the bike network in this area?

Make a proper separated cycle way either along the quays or on the waterfront. There is already conflict beginning to develop between waterfront users. Pedestrians ambling through a civic space do not mix well with cyclists putting the pace on because the

AREA E: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?

I lived on Adelaide Road in Berhampore for several years, and when cycling in to the city I would invariably ride on Adelaide Road on the way in and Rintoul Street on the way back. This is because Adelaide Road has fewer traffic lights and is hence a faster route. While there is a steep hill heading north, it is over quickly and from there it's easy to take the lane. If Rintoul Street is to be the only cycle route, the light phases should be adjusted when it reaches Riddiford Street so that cyclists don't have to wait for too long. Or, cyclists should not have to wait at these lights at all. Newtown needs a cycle route all the way up Riddiford Street, and it should connect up to SWIS via Russell Terrace. Currently there is parking on both sides of Russell Terrace that is hardly ever full. An uphill-only cycle lane and safe crossing at Te Wharepouri street would make this

What else should we consider when implementing the bike network in this area?	route much more accessible for children attending SWIS, and would be more convenient for people travelling from the east towards Island Bay than back-tracking to Rintoul Street.
	Prioritise making it safe and easy to cycle to the schools in the area. Currently there are four schools immediately adjacent to the Basin Reserve (Wellington High, Wellington East, Wellington College and St Marks') and no sane parent would be letting the

AREA F: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	Mostly these routes are on the right streets. However, it is a poor choice to go down Ruahine Street instead of Moxham Ave. For a cyclist heading towards the Mt Vic tunnel from Kilbirnie, there is a significant climb up to Ruahine Street, whereas Moxham i
What else should we consider when implementing the bike network in this area?	- Vehicle speeds in general are much too high throughout Rongotai/Kilbirnie/Lyall Bay and pedestrian safety is poor. The existing cycle lane along Rongotai Rd makes cyclists hard to spot, and because the roads are still very wide, cars are not forced to s

Overall, what do you think we should consider when implementing the proposed network?

Build to best practice - proper separated paths that are wide enough to allow an e-biker travelling at 30km to overtake another cyclist comfortably. Build along the quickest, most direct routes. Follow the routes that cyclists already take. Urgently prioritise the completion of existing infrastructure - no more cycleways to nowhere. Consider pedestrian safety and accessibility alongside cycling developments, ensuring pedestrian and disabled access is not compromised and wherever possible, improved. Implement trial infrastructure as quickly as possible and prioritise the areas that are the most dangerous, rather than the areas that are considered politically the easiest. Prioritise routes that connect schools and public infrastructure like libraries. Be bold, be brave, and do it now.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Positive
Using public transport	Positive
Riding bikes	Very positive

Using scooters/skateboards etc.	Very positive
Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	
	People with disabilities, people with dependent children, elderly.

How important is it to get the bike network installed as quickly as possible?	
	Very important
What should we consider when putting in interim solutions?	
	Prioritise danger spots as identified by Wellington's vocal community of cyclists. We know where they are.

Feedback



NAME: Isabella Cawthorn	SUBURB: Other - Porirua	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-----------------------------------	-----------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

specific connections to railway stations

AREA B: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

I support Cycle Wellington's suggestions in this area

I support Cycle Wellington's suggestions in this area

AREA C: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	I support Cycle Wellington's suggestions for this area
What else should we consider when implementing the bike network in this area?	I support Cycle Wellington's suggestions for this area

AREA D: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	Cable / Quays instead of the zigs out into the wharf by the Overseas Terminal / Te Papa - don't mix with wandering walking people
What else should we consider when implementing the bike network in this area?	I support Cycle Wellington's suggestions for this area

AREA E: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	I support Cycle Wellington's suggestions for this area
What else should we consider when implementing the bike network in this area?	I support Cycle Wellington's suggestions for this area

AREA F: Do you think the network is on the right streets within this area?

Not sure

Thinking about the proposed streets, what do you think we should consider?	I support Cycle Wellington's suggestions for this area
What else should we consider when implementing the bike network in this area?	I support Cycle Wellington's suggestions for this area

Overall, what do you think we should consider when implementing the proposed network?

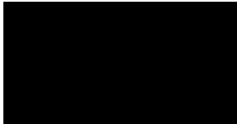
Ten years is crazy long given the delays in providing this essential infrastructure. It's vital Wellington reduces our emissions within the next decade and boosts the liveability of neighbourhoods, and a completed all-ages and all-abilities bikeable and scootable network will be key to this. We can do this much sooner with rapid rollout of the long network as proposed. The second key element is low-traffic neighbourhoods / 15-minute neighbourhoods within suburbs are crucial, in addition to the proposed routes between suburbs which primarily benefit commuters. Use traffic calming, speed reduction, and provision of green space. This is vital for equity (esp women and carers who have more complex travel patterns than commuters) and for improving neighbourhood connection and vitality. Interim treatments should include greening and things that will eventually may be used for bus lanes or footpaths - just roll back the car dominance generally and let communities figure out how best to make the streets better for people

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
---------	---------------

Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Positive
Who else should we consider?	
	people coming from north of Ngauranga and wanting to get around the city. let them mode change and bike

How important is it to get the bike network installed as quickly as possible?
Very important
What should we consider when putting in interim solutions?
do parking homework but don't make it the centre of the conversation. Keep doing your good engagement stuff. Plus: Make sure cycleways are usable by people of all ages and abilities. Include physical separation from motor vehicles, and physically prevent vehicles from parking in them. Make them wide enough so people can pass each other. Don't build shared paths and avoid shared bus lanes. Include traffic calming to slow speeds. Make sure people on bikes are visible at intersections and driveways. Include art and planting to make interim solutions look good, and relate to the neighbourhood.



Feedback

NAME: James Clarke	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
------------------------------	------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Yes	
Thinking about the proposed streets, what do you think we should consider?	Traffic calming measures - for example Featherston St is still dangerous and unpleasant despite posted speed limit of 30.
What else should we consider when implementing the bike network in this area?	Prioritising bikes over parking and provide physical separation of the bike lanes.

AREA E: Do you think the network is on the right streets within this area?

Yes	
Thinking about the proposed streets, what do you think we should consider?	I would like to see extensions of lanes up side streets from the parade, connecting local primary schools and parks (e.g. Martin Luckie, NHS) in particular.
What else should we consider when implementing the bike network in this area?	Physical separation, additional safety infrastructure to encourage kids biking to the shops and to school. It isn't just about commuting.

AREA F: Do you think the network is on the right streets within this area?

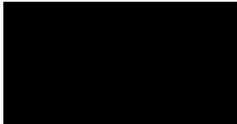
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Very positive
Living on a route	Very positive
Working/owning a business on a route	Very positive

Living with mobility or accessibility issues	Don't know
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	
	People doing local shopping or visiting amenities in other suburbs e.g. parks, sports centres, swimming pools.

How important is it to get the bike network installed as quickly as possible?
Very important
What should we consider when putting in interim solutions?
Get them in quickly so people start to change their behaviour. Do as much as you can quickly as the network effect is important to uptake.



Feedback

NAME: Linda Beatson	SUBURB: Te Aro	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------------	--------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA D: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA E: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA F: Do you think the network is on the right streets within this area?	
No - I have a suggestion for using an alternative route	
Thinking about the proposed streets, what do you think we should consider?	Route should not go along Ruahine St and Wellington Road, should be Moxham Ave and Hamilton Rd. Ruahine St is way too busy and it is unpleasant, also drivers are more likely to be 'in a hurry' #4lanestotheplanes :-)
What else should we consider when implementing the bike network in this area?	Low traffic neighbourhoods - lower speeds on all streets other than arterials make it much more pleasant for people on bikes, on foot and on scooters etc

Overall, what do you think we should consider when implementing the proposed network?
Priority should be given to the safety and convenience of people using transport that is not single occupant motor vehicles

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Very positive

Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	

How important is it to get the bike network installed as quickly as possible?
Very important
What should we consider when putting in interim solutions?
How fast it can be done, and can lower speeds be incorporated into neighbouring streets so the routes and neighbourhoods are permeable

Feedback



NAME: Bernard Dougherty	SUBURB: Other - Hutt Valley	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-----------------------------------	---------------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

I've ridden round Wadestown and Northland quite often and find it very challenging. Given the hilly and winding streets in this area, separated cycle lane is important otherwise it feels too risky for most cyclists. Suggest using footpath on one side for

What else should we consider when implementing the bike network in this area?	
AREA C: Do you think the network is on the right streets within this area?	
Not sure	
Thinking about the proposed streets, what do you think we should consider?	Friend St is a much less busy and congested route than Karori Rd. For cyclists not in a hurry this would feel safer perhaps than riding along the main route.
What else should we consider when implementing the bike network in this area?	Is there any way to create a cycle path through the Botanic Gardens? Or making use of other parks or open space to completely remove cycles from traffic. I could see this being incredibly popular, and a way of helping people connect to their local parks a
AREA D: Do you think the network is on the right streets within this area?	
Not sure	
Thinking about the proposed streets, what do you think we should consider?	One idea I'd like to see is some 'super-highways' for bikes, which are very high quality cycle ways allowing safe and fast cycling through the city. I often go out of my way to travel on a road which feels safer, rather than always taking the shortest rou
What else should we consider when implementing the bike network in this area?	The 30kph speed limit you've implemented in the central city has made a huge difference for me in terms of safety. I can cycle in the centre of the lane at 30kph, and cars simply follow behind. This is way safer than being overtaken on narrow streets. I'd
AREA E: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	Could you make use of parks and green areas to move cycles off Adelaide Rd?
What else should we consider when implementing the bike network in this area?	Currently the ride up Adelaide Rd to Island Bay is treacherous. Cycle lane needs to be separated from traffic.
AREA F: Do you think the network is on the right streets within this area?	
Not sure	

Thinking about the proposed streets, what do you think we should consider?
 What else should we consider when implementing the bike network in this area?

The coastal road is a wonderful cycling route - largely flat, very scenic. Developing this as a high quality cycle path would add Wellington as a biking holiday destination for the growing number of e-bike enthusiasts.

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Positive
Driving vehicles	Very positive
Living on a route	Very positive
Working/owning a business on a route	Neutral
Living with mobility or accessibility issues	Positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive

Who else should we consider?

I think the main group to consider is the potential cyclist who currently doesn't bike because of the barriers - particularly safety. At present, you need to be very resilient and committed (and brave!) to bike around the city. Each current cyclist repres

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

I strongly support interim solutions as a way to try things and get feedback. I'd love to see information boards set up next to the installation, explaining the goal, timeframe, etc and seeking feedback, so the solution doesn't just seem random and uncoordinated. One of the main things that makes cycling so challenging is the inconsistency of the experience - one minute riding on a safe and well-designed cycle path, the next minute back on a narrow roadway negotiating parked cars and speeding traffic. So anything that helps cyclists to move smoothly into and out of the interim solution, and help them see its purpose, would help us get on board and get involved.

Feedback



NAME: Karen Thomasa	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------------	----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Low importance

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Don't know

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Neutral

Overall, do you support the proposed bike network plan?

Oppose

Do you agree the proposed network connects the key locations in the city?

Don't know

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA E: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?

Cleveland Street from Ohiro Road to Washington Avenue is marked as a Secondary network but I can find no information on what changes are planned for it. Is the Council going to take away on-street parking? To that I will object as it is used by residents, shoppers and patrons of the local cinema, bar and cafes. There is no space for extra lanes for bikes and as a pedestrian I dislike using paths shared with bikes and scooters which come zooming along noiselessly. The road is not a busy one and it has a 30kph designation so I see no need for any changes to accommodate cyclists.

What else should we consider when implementing the bike network in this area?

Remove Cleveland Street from the network. Let cyclists work out their own way of moving from street to street without funneling them down one route.

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

Only a small percentage of people use bicycles as transport and spending hundreds of thousands of dollars as proposed seems wasteful and will make little difference, if any, to bringing down carbon emissions.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Negative
Using public transport	Negative
Riding bikes	Don't know
Using scooters/skateboards etc.	Neutral
Driving vehicles	Negative
Living on a route	Negative
Working/owning a business on a route	Negative
Living with mobility or accessibility issues	Don't know
Children travelling to school	Neutral
A school on a route	Neutral
A sportsground or club on a route	Neutral
People visiting Wellington	Negative
Who else should we consider?	

How important is it to get the bike network installed as quickly as possible?

Not at all important

What should we consider when putting in interim solutions?

Keep trees and plants off the streets and footpaths. They are liabilities. They take up space that could be used for parking or access; they grow and obliterate sight lines making it unsafe when crossing the road; they shed leaves and branches that clutter the gutters and drains and their roots can spread and damage the footpath, road and maybe even the drains below the road.

Feedback



NAME: Cecile	SUBURB: Tawa	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
------------------------	------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

Gradient and width of paths. Steeper paths will discourage new users. Wider paths will accommodate more users at different speeds.

What else should we consider when implementing the bike network in this area?

There will need to be an education campaign about it. One of my bugbears about the existing shared pathway near Tawa College is that the students take up the whole path as they leave school. Some don't even pay attention that they walk into me even though

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Not sure

Thinking about the proposed streets, what do you think we should consider?
What else should we consider when implementing the bike network in this area?

Separation from vehicles. I will walk on the sidewalk if I have to, as I don't feel safe sharing the road with other vehicles.
Security of bike parking. I'm discouraged from using my bike because I'm not sure if there is a place I can leave my bike without it being stolen.

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
What else should we consider when implementing the bike network in this area?

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

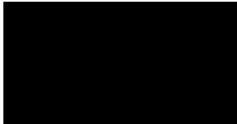
Need to make sure that the paths are safe, where you don't need to always be on high alert that a vehicle might clip you, or worse. And adequate places that bikes can be secured, otherwise there's no point bringing a bike to a destination. Please also consider that not all bikes are the same. They come in different shapes, sizes, and weights.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Neutral
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Positive
A school on a route	Positive
A sportsground or club on a route	Positive
People visiting Wellington	Positive
Who else should we consider?	

How important is it to get the bike network installed as quickly as possible?
Very important
What should we consider when putting in interim solutions?

Feedback



NAME: Alex Dyer	SUBURB: Island Bay	ON BEHALF OF: Cycle Wellington	ORAL SUBMISSION Yes
---------------------------	------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Very positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive

Who else should we consider?	
------------------------------	--

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?



[cyclewellington.org.nz](https://www.cyclewellington.org.nz)
info@cyclewellington.org.nz
Twitter: [@CycleWgtn](https://twitter.com/CycleWgtn)
Facebook: [groups/cyclewellington](https://www.facebook.com/groups/cyclewellington)

Paneke Pōneke - The Bike Network Plan

Cycle Wellington submission

We would like to make an oral submission. Please contact alex.m.dyer@gmail.com

General feedback

Cycle Wellington **strongly supports** the proposed bike network plan.

Cycle Wellington has worked hard for many years expressing how **very important** it is to make it easier and safer for people of all ages and abilities to ride bicycles in and around Wellington. Where possible, public streets should provide safe separation between motor vehicles, bikes, and pedestrians.

Cycle Wellington **strongly agrees** that a connected network of cycleways will result in more people using bikes to move around the city.

The long-term impact of a bike network would be **very positive**. There are especially significant benefits of connected bike networks for reducing emissions from road transport, taking positive climate action, and improving equity.

CW thinks the proposed network is **excellent**. It could benefit from the following improvements:

Ten years is still too long to wait for the benefits. It's essential we reduce our emissions within the next decade. A completed network will be essential to achieving this. We have seen overseas (Seville, London, Paris, Milan) that the rapid rollout of cycling networks can be achieved within just a few years.

The Council should also create low-traffic neighbourhoods (LTNs) within suburbs, in addition to the proposed routes between suburbs which primarily benefit commuters. We can enable safe and comfortable trips within suburbs by implementing low traffic neighbourhoods through traffic circulation planning, traffic calming, filtered permeability, speed reduction, and provision of green space.

We consider that the aim in suburban settings is to make the walking and biking route more direct and convenient than the driving one. This has the benefit of making trips by women and children easier, leading to better transport equity.

Channelling bikes and walking through quiet low-volume roads that heavy traffic has to go around, can reinforce the appeal of active modes. These features are particularly relevant where vacant or council-owned sections or new subdivisions make planning the accessway easier.

The Council should consider accessibility, safety, and consistency with Te Atakura, the Urban Growth Plan, and the parking strategy when installing interim solutions.

It is vital to get the bike network **installed as quickly as possible**. Given the indicative time scales for other mode shift facilities such as mass transit from Let's Get Wellington Moving, the importance of building a comprehensive, comfortable network of bike lanes is a critical means of reducing our climate harming emissions in the required timeframe.

Effects of the Bike Network on different groups

We believe the proposed bike network would have a **very positive impact** on people walking, using public transport, riding bikes, using scooters / skateboards, driving vehicles/riding motorbikes, living on a proposed route, working / owning a business on a proposed route, travelling to school, and visiting Wellington.

Cycle Wellington believes the proposed network will have a **very positive impact** on groups who can currently be classified as 'interested but concerned' when it comes to riding bikes. We would like to see careful attention and priority given to the needs and preferences of women and children, parents, older people, and those with disabilities, to meet their criteria to enable them to cycle and feel safe and comfortable while doing so.

We believe the proposed network will have a **positive impact** on people living with mobility or accessibility issues. Ensuring there is adequate mobility parking throughout the city is essential when street parking is removed. Design details of cycling facilities are important to make them suitable for all and to minimise conflict. For example, avoiding shared path designs, and ensuring the width, surface smoothness, and gradient/crossfall of paths work for tricycles and other multi-wheeled cycles and mobility devices.

We endorse the call from Different Spokes Pōneke for better inclusiveness for members of the Rainbow Community and hope the plan will also give attention to the needs and preferences of these groups.

Network connectivity

CW **agrees** that the proposed network connects many key locations in the city. We hope the Council will pay attention to submitters who offer their local knowledge and insights about where they would like to get to.

We believe the proposed bike network would have a **very positive impact** on community facilities on proposed routes, such as schools (see 'School connections' below), sports grounds or clubs, swimming pools, beaches, community centres, and playgrounds, as well as shopping locations.

Interim and permanent changes

We are **really excited** by the new interim approach to building bike lanes as a way to achieve change quickly, and get more bike lanes for the same budget. We've seen the success of this approach with the Brooklyn Rd uphill cycle lane.

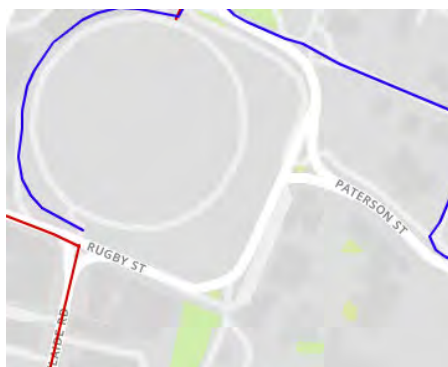
Interim solution considerations:

- Make sure cycleways are usable by people of all ages and abilities.
- Where current constraints, such as kerb alignments, do not afford the optimal space we would recommend that these shortfalls are clearly communicated with plans and timeframes for them to be addressed indicated
- Include physical separation from motor vehicles, and physically prevent vehicles from parking in them.
- Make them wide enough so people can pass each other.
- Don't build shared paths.
- Avoid shared bus lanes.
- Include traffic calming to slow speeds.
- Make sure people on bikes are visible at intersections and driveways.
- Include art and planting to make interim solutions look good, and relate to the neighbourhood.
- Build in safe loading zones.
- Protect bike lanes against illegal parking. Enforcement is important but not enough on its own.

School connections

Where the routes pass near schools, the connections need to be good right to the school gate. For example, Wellington College needs safe access closer than Adelaide Road. Scots College and Kahurangi School need safe access closer than Broadway.

Some schools do not get any safe routes nearby, such as Ridgway School.



Hilly suburbs

Many riders will join the network from hilly suburbs, especially with the growing use of e-bikes. But even e-bikes are much slower uphill than motor vehicles, so riders face conflict and pinch-points. The planned network is missing key connections into and across these suburbs.

Example connections we would like to see include:

- into western Brooklyn, on Todman Street or Helen Street
- between Newtown and Vogeltown or Kingston
- into Southgate or Houghton Bay
- into Churton Park
- into western Tawa.

Area-specific feedback

City centre

Waterfront direct route

The proposed network doesn't provide a new connection near the waterfront. The waterfront shared path is pleasant in places, but it is indirect and has pinch points.

It already suffers capacity constraints and conflict between people on foot and on bikes. These problems will get worse as volumes increase.

Please provide a separated route along the quays. A flat, fast route here would likely be one of the most used routes in the city centre and relieve pressure in other places.



East-West midtown link

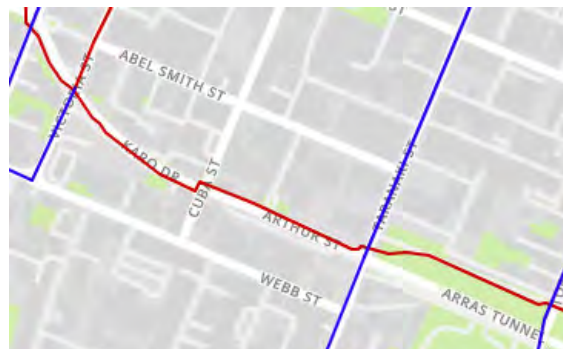
The proposed network doesn't provide good East-West connections in the CBD for the blocks between the Golden Mile and Karo Drive routes.

To help riders connect to the main routes, please provide some improvements here, whether through-routes or connections on quieter streets.



Efficient routes near arterial roads

Where the routes cross major roads, please plan the network to minimise crossing delays. For example, the route shown for Karo Drive/Arthur St/Buckle St currently crosses SH1 at Cuba St.



You could provide safe crossings into Pukeahu on the south side of SH1, and a route along the north side of Karo Drive between Willis St and Cuba St. These would make the route more efficient with fewer crossing delays.

We congratulate Wellington City Council on the Bike Network Plan, and thank your staff for all their hard work.

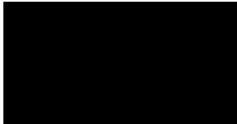
We look forward to the quick delivery of the plan.

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 December 2021

Feedback



NAME: William Guest	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------------	--------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Don't know

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Positive

Overall, do you support the proposed bike network plan?

Support

Do you agree the proposed network connects the key locations in the city?

Disagree

What locations do you think are not connected by the proposed network?

My interest is mainly Karori and the western suburbs. I think the current proposals are sub-optimal. I would like Council to consider these possibilities: 1. Use Ranelagh St/Darwin St/Samuel Parnell Drive/ Friend St as an option to remove cyclists from

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	I think the current proposals are sub-optimal. I would like Council to consider these possibilities: 1. Use RanelaghSt/Darwin St/Samuel Parnell Drive/ Friend St as an option to remove cyclists from Karori Road. 2. Add a link along Old Karori Road to g
What else should we consider when implementing the bike network in this area?	Secure bike parks near convenient bus stops so that cyclists can switch to buses to travel into the city if they so choose.

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Neutral
Using public transport	Positive
Riding bikes	Positive
Using scooters/skateboards etc.	Positive
Driving vehicles	Neutral

Living on a route	Neutral
Working/owning a business on a route	Neutral
Living with mobility or accessibility issues	Very positive
Children travelling to school	Positive
A school on a route	Positive
A sportsground or club on a route	Neutral
People visiting Wellington	Neutral
Who else should we consider?	Persons with disabilities (wheelchairs, mobility scooters, impaired sight or hearing etc)

How important is it to get the bike network installed as quickly as possible?
Important
What should we consider when putting in interim solutions?
Local road congestion. Potential numbers of pedestrians/cyclists. Steepness of the streets and pathways. Safety at crossings and intersections. Viewlines and visibility generally.

Feedback



NAME: Angela Rothwell	SUBURB: Mount Victoria	ON BEHALF OF: Mt Victoria Residents' Association	ORAL SUBMISSION Yes
---------------------------------	----------------------------------	---	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Neutral

Do you agree the proposed network connects the key locations in the city?

Neither agree nor disagree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Not sure

Thinking about the proposed streets, what do you think we should consider?	Shared space doesn't work, so please don't put cyclists on the footpath at Chaffers
What else should we consider when implementing the bike network in this area?	Shared space doesn't work

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Neutral
Using public transport	Neutral
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Positive
Living on a route	Positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Neutral
A school on a route	Positive
A sportsground or club on a route	Positive
People visiting Wellington	Positive

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

Is the cost of rework worth it?



Mt Victoria Residents Association

Submission to Wellington City Council on the Wellington Bike Network Plan

From Angela Rothwell
President, Mt Victoria Residents Association

Thanks for the opportunity to comment on the Wellington Bike Network Plan.

MVRA supports a best practice Bike Network for Wellington, it is long overdue. A best practice network works for all sustainable modes with safe and separated lanes for buses and bikes, and separated footpaths for pedestrians.

To achieve a connected bike network we need a bike lane along Cable and Wakefield Streets and the Quays. The waterfront has shown that it doesn't work as a shared space, so is not suitable to be part of the main bike network. Commuter cyclists should not be encouraged along this route.

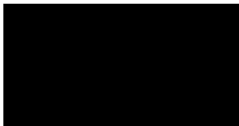
We support bike lanes along Kent and Cambridge Terraces adjacent to a widened Canal Reserve and with a proper north-south pedestrian connection along the entire Canal Reserve. We'd like to see the network join with Wakefield St at the northern end and not use a shared path around the Chaffers supermarket.

Shared paths don't work.

Any new Mt Victoria walk and cycle tunnel should be located conveniently for both Hataitai and Mt Victoria, with consideration of a more central location adjacent to the Pirie St bus tunnel.

Again, space for walking and cycling needs to be structured so that there is no need to share space.

Feedback



NAME: AA	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
--------------------	----------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Not important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly disagree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very negative

Overall, do you support the proposed bike network plan?

Strongly oppose

Do you agree the proposed network connects the key locations in the city?

Strongly disagree

What locations do you think are not connected by the proposed network?

we do not need the "network".

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

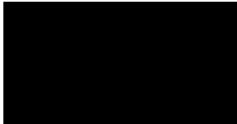
This expenditure needs to cease. It favours a tiny cohort of able bodied males and there is no hard evidence that this number will increase in any meaningful way. This work costs \$351 million plus any extra amounts put in by the Regional council for the 500 people using it and needs to be scaled back by some 95%. Cycling is private transport. Most people in Wellington have mode shifted already at peak hours to bus and walking. A large portion (70%) of the remaining private car use is cars heading towards the 21,000 perk company car parks in the central city and the council continues to approve further parks. This cohort is very resistant to mode shifting but may time shift under suitable pressure. This cohort is highly unlikely to climb on a bicycle so cycling numbers are already close to peak. If cycle usage is to be increased to 8% then some 50% of this cohort would need to climb on a bike which is not going to happen. Cycleways in high weekend use areas should be available for carparking. It was proposed as a transport programme not a recreational programme so they should not impede other recreational users.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Very negative
Using public transport	Very negative
Riding bikes	Don't know

Using scooters/skateboards etc.	Very negative
Driving vehicles	Very negative
Living on a route	Very negative
Working/owning a business on a route	Very negative
Living with mobility or accessibility issues	Very negative
Children travelling to school	Very negative
A school on a route	Very negative
A sportsground or club on a route	Very negative
People visiting Wellington	Very negative
Who else should we consider?	Everyone else who isn't in the tiny 2% of cyclists

How important is it to get the bike network installed as quickly as possible?	
Not at all important	
What should we consider when putting in interim solutions?	
Interim solutions should be dumped and bus free ways put in instead	

Feedback



NAME: Ian Paterson	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
------------------------------	----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	Providing a cycle connection between the schools and colleges as the cycleways seem to focus on just adult requirements so let provide connectivity to schools and include them in the network
What else should we consider when implementing the bike network in this area?	As in 9 connectivity to schools and colleges - as an addition to the current proposal not instead of

AREA F: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	Tirangi road at Lyall Bay to Coutts St intersection
What else should we consider when implementing the bike network in this area?	Safety around the sea side of the cycle lane

Overall, what do you think we should consider when implementing the proposed network?

Providing good and safe cycle connections to schools and colleges Providing a complete round the bays loop from Oriental at Waitangi park around Oriental, Evans , Shelley Scorching Seatoun Breaker Lyall Island Owhiro and back through Brooklyn connecting from Brooklyn Road end to Taranki St and back to Waitangi Park in a clearly marked "Round the Bays" cycle way and what we have so far need to be continued and link back ot Waitangi Park Provide water stops Take a leaf out of what is proposed for the cycle way to Petone by creating areas to stop and drink and also have bike fix and pump stands like the one in Cleveland St but I really think an extension to "college" cycleways to promote a healthy habit for teenagers And back to the main cycleways it would be great to have free charging points for ebikesAll up thats Free Air, Drinking Water and Electricity and provide Mchanical Tempest - the bike fixers with a permanent spot where we can all go and learn bicycle maintenance and can we aslo have some more bike stands like the one in Grey Street Have some promotional days like Bike to Work but say focussed on kids like a Fun Bike akin to the Fun Run In Summary - Connect Colleges and Schools and provide a full Round the Bays cycleway with Free Air, Water and Electricity !!!

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Positive
Driving vehicles	Very positive
Living on a route	Positive
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive

Who else should we consider?

Did you mention mobility scooters ?

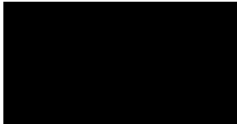
How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

Prompt Delivery - like the Brooklyn Cycleway and also a trial unless it's a proven solution where a trial would not add value

Feedback



NAME: James Burgess	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------------	----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?
Yes

Thinking about the proposed streets, what do you think we should consider?	Please add a parallel route to take pressure off the waterfront. Several waterfront pinch points and large numbers of pedestrians mean we already see conflict today. This will worsen if there's no route along the quays or Featherston St etc. Please add
What else should we consider when implementing the bike network in this area?	Please reduce crossings of arterial roads, which cause delays.

AREA E: Do you think the network is on the right streets within this area?
Yes

Thinking about the proposed streets, what do you think we should consider?	Consider adding a link on Mornington Road, to connect safely to Ridgway School. And please add more links into the various parts of Brooklyn, especially near busy intersections.
What else should we consider when implementing the bike network in this area?	School connections, and heavy traffic on Ohiro Road.

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Equity and inclusion - make the bike lanes safe for riding side by side, for multi-wheeled cycles and for mobility devices. Where design trade-offs are made, explain these clearly.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Positive
Using public transport	Neutral
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Neutral

Living on a route	Positive
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Positive
Who else should we consider?	
	Specific needs of delivery drivers, with loading zones to facilitate deliveries and help keep bike lanes unblocked.

How important is it to get the bike network installed as quickly as possible?
Very important
What should we consider when putting in interim solutions?
Try not to compromise inclusion (eg with solutions unfriendly to those with disabilities). Explain the constraints and trade-offs and how the longer-term plan will address them.

Feedback



NAME: Robyn Parkinson	SUBURB:	ON BEHALF OF: Tawa Community Board	ORAL SUBMISSION Yes
---------------------------------	----------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Overall, do you support the proposed bike network plan?

Do you agree the proposed network connects the key locations in the city?

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	
Using public transport	
Riding bikes	
Using scooters/skateboards etc.	
Driving vehicles	
Living on a route	
Working/owning a business on a route	
Living with mobility or accessibility issues	
Children travelling to school	
A school on a route	
A sportsground or club on a route	
People visiting Wellington	

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

What should we consider when putting in interim solutions?

Tawa Community Board submission on the Bike Network Plan

14 December 2021

The Tawa Community Board is a Community Board under the Local Government Act and Wellington City Council with elected members representing the northernmost suburbs of Wellington City comprising Tawa, Takapū Valley and Grenada North.

We wish to make an oral submission to Councillors.

Tawa to Johnsonville Network connection

1. The Board strongly supports the construction of a cycleway connection between Tawa and Johnsonville.
2. Currently the only route south for cyclists from Tawa is along Middleton Road. This route is winding and too narrow to share safely with buses and commuter traffic.
3. Some brave cyclists do use Middleton Road to commute. This poses a resilience risk as in the event of the road being closed to traffic due to an accident, cyclists have no other route and may be stranded at one end or the other for hours. This has occurred in recent years. Regular cyclists report the ongoing hazard of potholes and loose metal on the road as a result of pressure on the road from larger vehicle traffic. A dedicated separate cycle lane would greatly reduce this hazard.
4. This connection would also bridge the gap in the cycling network through northern Wellington. There are already dedicated cycle-ways extending much further north through Tawa and much of Porirua all the way to Pukerua Bay, opening up a whole new catchment of potential cyclists that could be attracted to cycling mode for both recreational and commuter cycling if a safer Middleton Road section option was available.
5. We acknowledge the route will create technical difficulties and be expensive compared to other sections of the proposed Network. However for the reasons given we submit that this section of the Network should be a very high priority.

Johnsonville to CBD Network connections

6. The Board supports the cycleway connections proposed that would then link Tawa more effectively with the CBD.
7. We note that even a relatively longer and hilly cycle commute to town from Tawa is now within the reach of more commuters given the advent of e-bikes.
8. We note this would support the kind of mode shift that is needed to reduce traffic in our area and the pressure on Park and Ride car parks. The Main Road in Tawa has seen a 19% increase in traffic over the last 3 years to around 20,000 vehicles per day (figures from Council officer briefings to the Board). The need to support a shift to other transport modes is urgent.

Cycleways within Tawa

9. The Board requests that we be involved from an early stage with work on cycleways proposed within Tawa.

Robyn Parkinson
Chair

Jackson Lacy
Deputy Chair

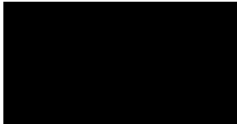
Anna Scott
Elected Member

Graeme Hansen
Elected Member

Richard Herbert
Elected Member

Janryll Fernandez
Elected Member

Feedback



NAME: Tony Vial	SUBURB: Wadestown	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
---------------------------	-----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Low importance

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Disagree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very negative

Overall, do you support the proposed bike network plan?

Strongly oppose

Do you agree the proposed network connects the key locations in the city?

Neither agree nor disagree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
 What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
 What else should we consider when implementing the bike network in this area?

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
 What else should we consider when implementing the bike network in this area?

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
 What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

The proposed network is ill-conceived through a lack of analysis of what is good for the city, not just a plan for cyclists. It seems to be based on the theory of let's build the network and the cyclists will come. Wellington has a population of about 200,000 people of whom only about 2% are cyclists. We cannot be compared with the likes of Copenhagen, Amsterdam, Strasburg, Valencia or even Christchurch where the geography and topography of these cities lend themselves to busy cycleways on flat terrain and wide streets. WCC's impressive web site paints a utopian picture of families on bikes riding on dedicated cycleways through the city. The problem is that they appear to have done little research on cycling numbers at various times of the day, nor have they looked into where people start and finish. The numbers quoted are well in excess of what actually happens. The peak volumes are between 7.00 and 9.00 am and 4.00 and 6.00 pm. Virtually no-one is cycling around the city outside these hours! Commuters are at work, kids at school, so few people left to bike anywhere. I admire those who commute each day, even in foul weather and believe that some things can be done to make things easier for them such as clearways in some areas at peak times (such as Thorndon where there are no vehicles before 9.00 am). But cyclists should not expect to have a clear run from their home to their workplace. Dedicated or separated cycleways are an inconvenience to other traffic. Overseas there are signs saying "Cyclists Dismount" in tricky areas such as the CBD. I would encourage the Council to consider "Bike Sheds" on the fringes of the CBD for the hesitant cyclists where they could park their bikes safely and perhaps catch a shuttle bus into the CBD - maybe even a free bus if you carry your helmet? In summary I would encourage cycleways in

the suburbs near schools etc (but not like the Island Bay fiasco). And forget about trying to build cycleways from the hilly suburbs into the city as it is uphill on narrow streets to get home! But don't waste money on trying to connect all these into a network. I am a recreational cyclist and enjoy such cycling in NZ and overseas.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Negative
Using public transport	Neutral
Riding bikes	Negative
Using scooters/skateboards etc.	Negative
Driving vehicles	Negative
Living on a route	Very negative
Working/owning a business on a route	Negative
Living with mobility or accessibility issues	Negative
Children travelling to school	Neutral
A school on a route	Positive
A sportsground or club on a route	Positive
People visiting Wellington	Neutral
Who else should we consider?	Parking for bicycles?

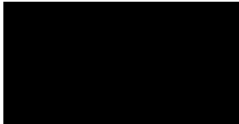
How important is it to get the bike network installed as quickly as possible?

Not at all important

What should we consider when putting in interim solutions?

Look at clearways at peak times and sharing of bus lanes where appropriate. Do not remove residents car parks. Look at reversing into angle parks, or make them at a more acute angle.

Feedback



NAME: Anna Nord	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
---------------------------	------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	Instead of continuing the full length of Rintoul Street, the primary route should turn onto Te Wharepōuri St then onto Russell Terrace to connect with Riddiford Street. I understand that the current route along Rintoul Street was selected because it is the least steep route. However, this route prioritises the 9 to 5 commute into the CBD instead of shorter local trips to the shop, sports fields and schools. By rerouting through Newtown, the bike network would support people connecting to the CBD as well as to grocery stores, restaurants, bars, shops, and schools. The
What else should we consider when implementing the bike network in this area?	Do not try to maintain a high level of service for vehicles on all roads. In order to implement a connected bicycle network, we will need to reduce capacity for vehicles on these streets. As you know, Wellington Streets are too narrow to accommodate a

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

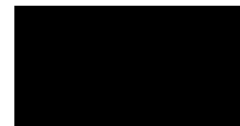
Overall, what do you think we should consider when implementing the proposed network?

--

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Positive
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Neutral
Living on a route	Very positive
Working/owning a business on a route	
Living with mobility or accessibility issues	Positive
Children travelling to school	Positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	

How important is it to get the bike network installed as quickly as possible?
Very important
What should we consider when putting in interim solutions?
Beauty. Agility. Committed. The infrastructure needs to look beautiful to attract new people. Current cyclists have a low bar for quality... such that hit sticks every so often will be better than what they have now. So they'll think it's beautiful. But people who currently sit in an air conditioned steel box with leather seats will need something much more beautiful to attract them out of their cars. You will not get it right on paper, so be agile and quick to respond when little things about the on-ground infrastructure do not work. Commit to a future where it's more normal to bike than to drive a car to the grocery store.

Feedback



NAME: Caroline Shaw	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------------	----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Positive
Using public transport	Neutral
Riding bikes	Very positive
Using scooters/skateboards etc.	Positive
Driving vehicles	Neutral
Living on a route	Very positive
Working/owning a business on a route	Neutral
Living with mobility or accessibility issues	Don't know
Children travelling to school	Positive
A school on a route	Very positive
A sportsground or club on a route	Positive
People visiting Wellington	Positive

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

Submission on Paneke Pōneke - Bike network plan

Caroline Shaw

13 December 2021

Kia ora,

I am submitting on Paneke Pōneke - Bike network plan as an individual who lives in Hataitai and cycles, but also as a researcher in low carbon healthy transport at the University of Otago with a specific interest how to increase cycling amongst groups who are currently excluded from it in NZ.

Points on the network generally

- This is an exciting and ambitious plan with the potential to transform this city in really positive ways and to set in motion our journey towards a low carbon transport system.
- Having said that, evidence suggests this infrastructure should really be seen as a starting point of a network rather than a completed one. Paneke Pōneke - Bike network plan proposes around 65km of urban cycleways per 100000 people. International experience suggests we should be aiming for around 150km per 100000 people (which would be around 300km in total of high-quality cycleways in the WCC area). Evidence from 167 cities internationally shows that up until that point (150km/100000 people) there are steep increases in cycling mode share, after that point the rate of increase in cycling mode levels off (although still increases).¹
- The use of principles to underpin decisions around the cycleway is excellent, creating a transparent framework and justification for decisions.
- On a personal note this network will mean we will be able to continue cycling for many trips around Wellington. At present my younger children sit on the back on an ebike. However, they will soon be too big for this. Riding on the road with three pre-teen children is not for the faint hearted; trying to keep them and yourself safe in busy and fast traffic is incredibly stressful and scary. We were anticipating that we would have to go back to the car for many journeys we currently make on the bike because of these issues. However, a bike network will allow us to continue to make these trips on a bike with children.

Specific points related to the Hataitai/Kilbirnie area

The remainder of my comments are related to the location of proposed cycleways around the Hataitai/Kilbirnie area where I live and cycle frequently.

Placement of cycleway along Wellington Rd and Ruahine St

The proposed placement of the cycleway up Wellington Rd and along Ruahine Street is not consistent with the principles underpinning the bike network. A cycleway that goes up Hamilton Road/Kupe Street/Moxham Ave to Hataitai shops (connecting to the Mt Victoria tunnel via Taurima St) would increase cycling uptake in the Hataitai area particularly in key groups such as children.

The table below outlines how a Moxham Ave route is more consistent with the principles of the network than a Wellington Rd/Ruahine St option. If only one route can be built, then it should be along Moxham Ave as it works for commuters as well as all the other groups outlined.

Principle	Wellington Rd/Ruahine Street	Through Moxham Ave
A network that maximises uptake	Works for commuters from central Wellington.	Works for commuters from central Wellington and for residents of Hataitai including children attending schools in the area. Specifically, this route will allow: <ul style="list-style-type: none"> • Children who attend Kilbirnie school to cycle to school as it runs past the school. • Children from Hataitai who attend EBIS and Rongotai College (the zoned schools locally) will be able to cycle directly to school – at present they would need to detour via Wellington Rd which they are unlikely to do. • People who live in Hataitai will have a direct route they can use which will make them more likely to cycle.
Cohesive routes that get people where they want to go	Works best for commuters between town and eastern suburbs, people who live in Hataitai and want to go to the East have to detour out of their way to get onto to this route. No realistic connections for school children from Hataitai going to EBIS and Rongotai.	Works for commuters and provides direct connections for all people including children and families who live in Hataitai to cycle to a range of activities, go to shops, schools etc.
A network for all ages and abilities	A commuter route into central Wellington.	See comments on this route being more relevant to children.
A direct and convenient network	Less convenient route as 1) it does not go past all the residential areas of Hataitai and 2) it is a steeper route up Wellington road than via Moxham ave, thus likely to put off children and women not on ebikes.	Less steep than cycling up Wellington road. More convenient for residents of Hataitai.
Part of an integrated multi-modal network	No specific issues	No specific issues
Best practice design guidance A future-proofed network for new transport devices like e-scooters	No specific issues	No specific issues

Waitoa/Waipapa Road

A cycle route from Hataitai Village to Hataitai school should also be created to remove the gap in the network here. This would probably be left up Waitoa Rd and then up Waipapa Rd. These are both wide roads so could easily accommodate cycle lanes.

Kilbirnie Cres

This is one of the most useful areas in the eastern suburbs in terms of public facilities. It has a pool, sports ground, playground, recreation centre and library along it. We know that women do more of the unpaid work trips (such as escorting children etc) in NZ²- so leaving this important destination area out of the network will likely limit uptake by women (not consistent with network principles of a network that maximises uptake and a cohesive network that gets people where they want to go). Moreover, a route along this road would allow children to cycle independently to and from these facilities safely (consistent with network principles of an all ages network and one that maximises uptake). The shared path on Evans Bay Parade is not a replacement for a route along Kilbirnie Crescent- for many people this would require a significant detour (not consistent with network principle of a direct and convenient route) and there are not safe connections to get from the cycleway to the facilities on the other side of the block.

Kilbirnie Cres is wide with a median area in the middle- it could easily accommodate cycleways. Moreover, Kilbirnie Cres is currently unsafe for cyclists due to driver behaviour around the pedestrian refuges (overtaking cyclists and suddenly realising there is a pedestrian refuge in the middle of the road causing them to swerve in or close pass cyclists). Any increase in cycling in Wellington is likely to mean streets that are currently unsafe for cyclists will become more unsafe. The potential for increased cyclist injury along that road in the absence of safe cycleways should be anticipated and prevented.

Conclusion

The routes I am proposing are much more likely to result in increased uptake of cycling, particularly by women and children, than what is proposed in the plan currently.

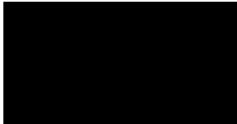
Local research shows that women need protected cycleways going to relevant destinations to them to take up cycling.^{3,4} The routes proposed would allow women to cycle to and from where they live and connect to places that many of them. Surveys in Christchurch also show that between 2016 and 2021 the proportion of cyclists who are women has increased from 32% to 45% on protected cycle ways in the City. This proves that women can and do take up cycling in NZ if provided with a way to do it safely.

Children need direct routes to school for parents to be comfortable allowing them to cycle – the routes suggested would allow children from Hataitai to safely cycle to all local primary, intermediate and high schools thus increasing participation and making it truly an all ages route.

Finally, Hataitai Village and an area immediately surrounding it are scheduled for more intensive development under the new District Plan. Many new residences will not have car parks and parking is already an issue around this area. Placing cycleways in this area would create a cohesive and appealing network for people who are moving into these more intensive housing areas, thus removing the need for them to own cars.

1. Mueller N, Rojas-Rueda D, Salmon M, et al. Health impact assessment of cycling network expansions in European cities. *Preventive Medicine*. 2018;109:62-70.
2. Shaw C, Russell M, Keall M, et al. Beyond the bicycle: Seeing the context of the gender gap in cycling. *J Transp Health*. 2020;18:100871.
3. Russell M, Davies C, Wild K, Shaw C. Pedalling towards equity: Exploring women's cycling in a New Zealand city. *Journal of Transport Geography*. 2021;91:102987.
4. Wild K, Woodward A, Shaw C. Gender and the E-bike: Exploring the Role of Electric Bikes in Increasing Women's Access to Cycling and Physical Activity. *Active Travel Studies* 2021 1(1).

Feedback



NAME: Anthony Edmonds	SUBURB: Kelburn	ON BEHALF OF: Trails Wellington	ORAL SUBMISSION Yes
---------------------------------	---------------------------	---	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Positive

Overall, do you support the proposed bike network plan?

Support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA D: Do you think the network is on the right streets within this area?	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA E: Do you think the network is on the right streets within this area?	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA F: Do you think the network is on the right streets within this area?	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Trails Wellington believes that the on-road cycle network could be complemented and enhanced by also having off-road cycle networks linking different parts of the city using the greenbelt. For example, we have promoted the idea of an off-road commuter trail linking Central Park to Wakefield Park (and beyond). Equally areas like Trelissick Park could be used to access the Western suburbs, while Mt Victoria through to Mt Albert could be used to access various Southern and Eastern parts of the city. Trails Wellington thinks that this would provide a real alternative to on-road commuting, be a point of difference for Wellington as a city, be cheap to build and maintain, and provide an incredible recreational resource for walkers, riders, people on mobility scooters, scooters, and disabled people.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Neutral
Using public transport	Neutral
Riding bikes	Positive
Using scooters/skateboards etc.	Positive
Driving vehicles	Negative
Living on a route	Positive

Working/owning a business on a route	Neutral
Living with mobility or accessibility issues	Neutral
Children travelling to school	Positive
A school on a route	Positive
A sportsground or club on a route	Neutral
People visiting Wellington	Positive
Who else should we consider?	

How important is it to get the bike network installed as quickly as possible?
Important
What should we consider when putting in interim solutions?

Feedback



NAME: Mark Kirk-Burnnand	SUBURB:	ON BEHALF OF: Johnsonville Business Group	ORAL SUBMISSION Yes
------------------------------------	----------------	---	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Not important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly disagree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very negative

Overall, do you support the proposed bike network plan?

Strongly oppose

Do you agree the proposed network connects the key locations in the city?

Strongly disagree

What locations do you think are not connected by the proposed network?

Businesses are not connected to their customers

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Not sure

Thinking about the proposed streets, what do you think we should consider?

The Johnsonville Business Group have surveyed local businesses in 2021. Car parking for customers is the number one priority. This proposal will worsen what is already a difficult business environment. Customers include parents with kids, elderly, tradesp

What else should we consider when implementing the bike network in this area?

The Johnsonville Business Group have surveyed local businesses in 2021. Car parking for customers is the number one priority. This proposal will worsen what is already a difficult business

	environment. Customers include parents with kids, elderly, tradesp
--	--

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
--	--

What else should we consider when implementing the bike network in this area?	
---	--

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
--	--

What else should we consider when implementing the bike network in this area?	
---	--

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
--	--

What else should we consider when implementing the bike network in this area?	
---	--

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
--	--

What else should we consider when implementing the bike network in this area?	
---	--

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
--	--

What else should we consider when implementing the bike network in this area?	
---	--

Overall, what do you think we should consider when implementing the proposed network?

The majority users of the space rather than the minority. The Johnsonville Business Group have surveyed local businesses in 2021. Car parking for customers is the number one priority. This proposal will worsen what is already a difficult business environment. Customers include parents with kids, elderly, tradespeople, the disabled, who all want parking available at the door of the local businesses. This survey is very one-sided and is not fair consultation

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Neutral
Using public transport	Very negative
Riding bikes	Neutral
Using scooters/skateboards etc.	Neutral
Driving vehicles	Very negative
Living on a route	Very negative
Working/owning a business on a route	Very negative
Living with mobility or accessibility issues	Very negative
Children travelling to school	Very negative
A school on a route	Neutral
A sportsground or club on a route	Very negative
People visiting Wellington	Very negative

Who else should we consider?

The Johnsonville Business Group have surveyed local businesses in 2021. Car parking for customers is the number one priority. This proposal will worsen what is already a difficult business environment. Customers include parents with kids, elderly, tradesp

How important is it to get the bike network installed as quickly as possible?

Not at all important

What should we consider when putting in interim solutions?

The cost and also the impact on business. The proposed interim solution looks like road works are underway

Johnsonville Business Group - Local business survey completed Jan 2021

	Greatest potential for business in J'ville, and what would you like to see more of			What are the biggest issues your business is facing?			Suggested infrastructure and transport improvements			How does Johnsonville get a greater share of local spending?		
	Priority 1	Priority 2	Priority 3	Priority 1	Priority 2	Priority 3						
Challenge 2000	Mall	Parking for commuters		Bus stop at entrance	-	-	More parking		Politicians, councillors living in area			
Verzac Height Services	Shops ie Kmart	Security cameras		Parking	Traffic flow	Traffic lights	Ring road		New more inclusive shops			
The Salon Club	Variety of shops	Post office		Theft	Robberies	Drug addicts	We have everything		Keep banks open 5 days a week			
The Spot	Mall	Compulsory acquisition land Jville to Tawa		Parking	Parking	Parking	New mall		Emphasis this major growth area			
Strachan O'Connor	More parking	Better traffic mgmt	First home buyers	Office Accommodation	Traffic flow	-	Already good		Get Council on board			
Motor Doctors	Big box stores	Owner operated models	Better retail	Parking & traffic	Mall	Employ skilled staff	Same as biggest issues		Roading, business diversity			
1841	Mall	Central Jville park site	Face to face operations	Parking	Lack of choice	Increased undesirables	Traffic		Parking, mall upgrade			
Property Logic	B2B networking	Wider range of businesses	Govt offices located here	Lack of foot traffic	business group	Small shops, main street	Upgrade train line		Mall			
Snap fitness	-	-	Refresh Jville	Parking	Mall	Corporate competitor	None		Improve quality of shops			
Jville Physiotherapy Cen	Mall	Better shops	Cinema	-	-	Traffic	Free parking for businesses		Better shops or activity centres			
Jville Panel Beaters	Mall	Parking for commuters	Train stops within mall	Decrease of customers	Lack of retail offer	Mall	Train in mall		Jville lift out in paper, lack of business			
Unichem	Mall	Rail system North	Business Park	Financial stability	-	More retail	Bigger roads		Mall, business park, indoor sports arena			
Salvation Army	Parking	-	Better retail	Traffic	Parking	-	Rail system North		More retail			
Wasabi Group	Mall	-	-	Traffic	High rent	-	-		-			
Best Western	Retail	Mall	-	Carparks	High rent	-	-		-			
Jville Fish Supply	-	-	-	-	-	-	-		-			
2 Degrees	-	-	-	-	-	-	-		-			
un-named	-	-	-	-	-	-	-		-			
Zampelles	Mall	Full tenancies in mall	-	lack of customers	High rent	-	free mall bus		Needs an anchor tenant eg Farmers, Kmart etc			
Hannahs shoes	More retailers	Needs an anchor tenant eg Farmers, Kmart etc	-	Lack of foot traffic	shopper leakage	-	no issues with transport		big catchment but area needs an upgrade			
Chia Chop Chop	More people	Needs an anchor tenant eg Bunnings, Kmart etc	-	Lack of foot traffic	shopper leakage	-	more parking, park and ride		bigger variety of shops			
Spice Traders	Kmart	warehouse	clothing shops	Cinema	not enough shops	loss of shops	traffic and parking at capacity		easy parking, improve quality			
Life Pharmacy	vibrancy and a range of attractions inc service industries, offices, and cheaper rent	encourage more businesses	more shops	declining foot traffic	improve image	feels deserted	transport is good, need parking		more activities, music, kids events			
Mobile Solutions	location	location is good	better cafes/pubs	not enough shops	aged mall	feels deserted	better outside areas, gardens		encourage more shops			
Urni Sushi	right scale	cinema	improve image	not enough shops	aged mall	feels deserted	lack of parking outside the mall		mall needs to be better presented			
Just Cuts	new mall	-	-	mall is too old	mall is empty	-	-		redevelop mall			
Speasavers	wider range of shops, not junk shops	-	-	reluctance to spend on fitout to due mall uncertainty	-	-	-		variety of stores			
un-named	redevelop mall	-	-	redevelop mall	-	-	-		create more reasons for people to visit (cafes etc)			
Mister Minit	more store that appeal to a younger audience	-	-	improve foot traffic	covered parking	-	-		-			
Autostop Group	better cafes	encourage more offices to locate here	-	poor Jville image	poor streetscape	activities, cafes, parks	-		-			

Multi-Choice Priorities

- 1 Parking 57
 - 2 Green space 52
 - 3 CBD events 57
- greater number = highest importance

Feedback



NAME: kevin O'Donnell	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
---------------------------------	----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Neutral

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?

This plan misses the opportunity of using the green space in the city to separate commuters from cars and also provide a more pleasant and healthy experience for riders and walkers. WCC need to utilise and enhance the existing track work of Trelissick p

What else should we consider when implementing the bike network in this area?	To then to explore possibility of connecting this commuter track to Wilton bush and Churchill Drive via the scenic reserves below Bowen hospital. There is also the potential to connect to Hanover street using the trail network in place. These connection
---	---

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

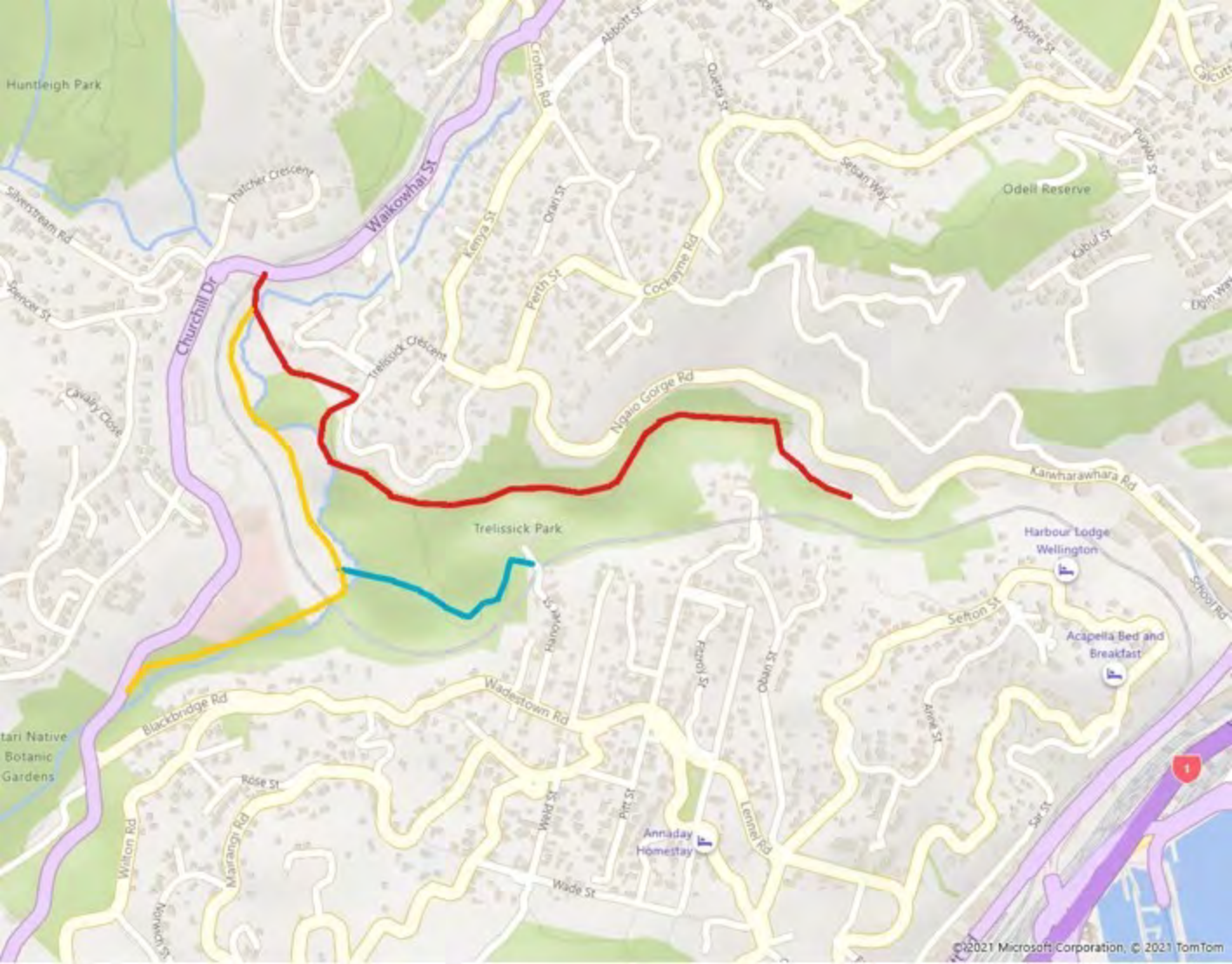
Overall, what do you think we should consider when implementing the proposed network?

While its good you need to utilise the green spaces more

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Neutral
Using public transport	Neutral
Riding bikes	Positive

Using scooters/skateboards etc.	Neutral
Driving vehicles	Neutral
Living on a route	Neutral
Working/owning a business on a route	Neutral
Living with mobility or accessibility issues	Neutral
Children travelling to school	Neutral
A school on a route	Neutral
A sportsground or club on a route	Neutral
People visiting Wellington	Neutral
Who else should we consider?	

How important is it to get the bike network installed as quickly as possible?
Important
What should we consider when putting in interim solutions?
Its about quality- dont rush it as this leads to more disharmony.



Feedback



NAME: Mark McCabe	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-----------------------------	------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Overall, do you support the proposed bike network plan?

Do you agree the proposed network connects the key locations in the city?

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?

The current plan to remove the car parks through the main road of Johnsonville (Johnsonville Road) a better option is through Moorefield and Broderick which is a much safer option

What else should we consider when implementing the bike network in this area?

The proposed cycleway would be an extremely detrimental addition to Johnsonville Road. Even though Johnsonville Road is a major thoroughfare, with very high traffic volumes it functions extremely well in its current form. There are very few incidents a

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Very positive
Riding bikes	Positive
Using scooters/skateboards etc.	Neutral

Driving vehicles	Very positive
Living on a route	Negative
Working/owning a business on a route	Very negative
Living with mobility or accessibility issues	Very negative
Children travelling to school	Negative
A school on a route	Neutral
A sportsground or club on a route	Neutral
People visiting Wellington	Negative
Who else should we consider?	

How important is it to get the bike network installed as quickly as possible?
Not at all important
What should we consider when putting in interim solutions?
There is a cycle lane at present which is sufficient and works well,

Feedback



NAME: Dr Marion Leighton	SUBURB: Newtown	ON BEHALF OF: Doctors for Active, Safe Transport	ORAL SUBMISSION Yes
------------------------------------	---------------------------	---	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA D: Do you think the network is on the right streets within this area?	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA E: Do you think the network is on the right streets within this area?	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA F: Do you think the network is on the right streets within this area?	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

The health and well being of our residents is directly proportional to the ability to commute to work and school by active transport. People will take up cycling only when there is a safe, joined up network through the city. It is vital this work goes ahead as soon as possible and we reduce the number of people commuting in their private cars each day. This will make us healthier and happier and keep the city a vibrant and exciting place to live.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Neutral
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive

A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	Always consider the most vulnerable. Does our plan make it easy for children, the elderly and those with disabilities? If it's easy for them, it will be easy for the rest of us.

How important is it to get the bike network installed as quickly as possible?
Very important
What should we consider when putting in interim solutions?
Even though it's interim, do it well. Please don't compromise because a few loud voices don't like change. Everywhere else in the world, communities and businesses have thrived when parking is removed and there is more space for active transport. This will happen here too.

Feedback



NAME: Peter Cockrem	SUBURB: Mount Cook	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------------	------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

--

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

It would be good to see the Johnsonville secondary route connect to the Old Coach Road and the Skyline Track - it's a great recreational cycle route along those tops but quite confusing to get to in Johnsonville. It also seems like it could be helpful to

What else should we consider when implementing the bike network in this area?

Considering the speed and range of e-bikes, it's great to see routes up to Johnsonville and Porirua. It would be good to see a high design speed on these routes in particular.

AREA B: Do you think the network is on the right streets within this area?

Yes	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA C: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	It is good to see access to Victoria University provided from the south, north and west via the Terrace and Salamanca Road. It seems like it would be worth extending the Karori secondary cycle route to the entrance to the Makara Peak mountain bike par
What else should we consider when implementing the bike network in this area?	
AREA D: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	- Taranaki St is a logical central city cycle spine, and it would seem worth continuing this to Newtown rather than downgrading to secondary at Bidwill St. - I see that the southbound direction of Featherston St and Victoria St is included as a prim
What else should we consider when implementing the bike network in this area?	- Reduce the permeability for vehicle traffic to improve the safety of cycling off the main network, and to make living and working in this area more attractive by reducing the traffic noise and exhaust to which tens of thousands of people are currently e
AREA E: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	It looks like the cycle route in Newtown goes up Rintoul St, but considering the number of people in Newtown, and the high interest in cycling there, the number of destinations along Riddiford St, and the need for access to green spaces, it seems like it would be worth extending cycle routes the rest of the way along Riddiford St to the zoo and to Mt Albert. Constable St seems like a more legible

<p>What else should we consider when implementing the bike network in this area?</p>	<p>and direct route than Wilson St; crossing the road when travelling westbound would be quite inconvenient. It might be worth looking into a Brooklyn to Berhampore secondary cycle route.</p>
	<p>Reduce traffic signal cycle times. Provide convenient cycle parking. Low traffic neighbourhoods would improve the safety of cycling locally and to reach the main network, and would make living in this area more attractive by reducing traffic noise and exh</p>

AREA F: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

<p>Thinking about the proposed streets, what do you think we should consider?</p>	<p>- In Hataitai, Moxham Ave (from Kilbirnie Cres) rather than Ruahine St would provide access to more destinations and reduce exposure to traffic noise and fumes, as well as better access to the path through the Mt Vic tunnel on the north side of the road</p>
<p>What else should we consider when implementing the bike network in this area?</p>	<p>A continuous safe separated route around the bays from the waterfront to Red Rocks would be a tremendous asset to the whole region, particularly combined with Te Ara Tupua and the Eastbourne cycleway. Reducing vehicle volumes and speeds will be part of ma</p>

Overall, what do you think we should consider when implementing the proposed network?

- This is a great piece of work and the consultation materials are very useful. - Wellington is a compact and lively city with a lot of apartment living, walking, public transport use, great waterfront, and it's nearly flat from the railway station to Newtown, and growing use of e-bikes even makes the hills disappear. - It could be a great place to cycle, but currently the streets seem designed to maximise the conflict between people driving and people biking. - I know a lot of people who would love to bike or scoot in Wellington but don't feel safe to do so. A safe network of separated cycleways will make a huge difference. - This is especially timely as it will enable our population to grow without our traffic growing, helping to address housing affordability and the climate crisis. - Just like driving and public transport are only useful when they go where you're going, this bike network will only be useful if delivered as a network, so it is great to see that is the plan. For instance, the Brooklyn Road cycleway makes a big difference going up the hill, but it is still quite hard to get to at the top and bottom. - It would be great to see pedestrian improvements being integrated, such as raised zebra pedestrian crossings at priority-controlled side roads along these routes, improving the experience for people walking as well as reducing the speed of vehicles crossing the cycleway. If kerb buildouts are included on the main road then this could be rolled out in many cases without changes to the current limit

line positions (as there would be no change to visibility). - The design speed of the primary routes should be high enough to make cycling competitive for city-scale and region-scale journeys, such as Lower Hutt to Newtown. With e-bikes, speeds of 32kph are accessible to everyone (and higher downhill or with a Wellington tail wind!) A design speed of 40kph would seem appropriate to aim for, in terms of horizontal and vertical curvature and visibility. Where pedestrian interaction is likely, such as at bus stops or main shopping streets, a lower design speed would be appropriate. - Widths should enable people to overtake each other, as well as the use of cargo bikes for families and couriers, and wider cycles like tricycles for people with balance issues and urban freight. Side-by-side riding would also be more social for friends and family to go together. - I note that NZ Transport Agency research report 674 Mode shift to micromobility identifies that the potential number of people who could use separated cycle infrastructure may be 3 to 8 times higher than conventionally modelled due to the rising availability of e-bikes and e-scooters, which appeal to a broader demographic, travel further, faster, and make hills easy. - Ideally, infrastructure will be designed to suit the use of mobility scooters, enabling much greater independence and freedom for people who have difficulty with driving or walking. This webinar with Melissa Bruntlett at Mobycon and Maya Levi shows what is possible: <https://mobycon.com/updates/accessible-cities-and-the-myth-of-car-dependence/> and <https://www.youtube.com/watch?v=knpDMq6wab0> - The route network seems to be logical. Newtown to the Railway Station and Railway Station to Botanic Gardens are sensible first steps, though it would be preferable to see the latter of these extended to Karori as soon as possible as there is a large population catchment up there in convenient cycling distance of the city, and a good width and gradient constructed for the former tram route (with the exception of the Karori Tunnel). Many of the commuters that park along that route could well be people who would try going by bike if it were safer. - Reduce traffic signal cycle times, as these disproportionately delay people walking and cycling, and they really add up in the city centre. A set of traffic signals on a 120-second cycle adds an average of around 60 seconds of delay to every person walking, and adds between 30-60 seconds per each person cycling; these delays could be halved by changing the lights twice as frequently. - In the longer term, where possible, signals should be replaced with Dutch-style roundabouts, low-traffic neighbourhoods with priority intersections, or kept as signals but improved with more responsive detectors and phases. This video from Not Just Bikes has a good summary of this: <https://www.youtube.com/watch?v=knbVWXzL4-4> - Provide convenient cycle parking at all destinations, and secure cycle parking at public transport interchanges and urban centres. - Low traffic neighbourhoods would improve the safety of cycling locally and to reach the main network, and would make living in Wellington more attractive by reducing traffic noise and exhaust. - It's great to see complementary initiatives as part of this, including community events, skills training and speed management. It would be nice to see schemes that might improve access to bikes and scooters for people who don't have them. - As part of this work, it would be good to see effort invested to improve the categorisation of roads and paths in Google Maps, Apple Maps and Open Street Map, to reduce the frequency with which cycle directions suggest going up stairs.

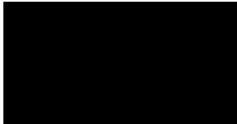
Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Very positive
Living on a route	Very positive

Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	
	Cargo bikes for families and couriers. Wider cycles like tricycles for people with balance issues and urban freight. Side-by-side riding would also be more social for friends and family to go together. E-scooters, which serve a different demographic or

How important is it to get the bike network installed as quickly as possible?	
Very important	
What should we consider when putting in interim solutions?	
<p>- Reduce traffic signal cycle times - Provide convenient cycle parking at all destinations, and secure cycle parking at public transport interchanges and urban centres. - Just like driving and public transport are only useful when they go where you're going, this bike network will only be useful if delivered as a network, so it is great to see that is the plan. For instance, the Brooklyn Road cycleway makes a big difference going up the hill, but it is still quite hard to get to at the top and bottom.</p>	

Feedback



NAME: Kate Day	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
--------------------------	------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

We need separated cycleways to be able to ride safely

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Very positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Don't know
Children travelling to school	Positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

Fining m cars that park over bike lanes

Feedback



NAME: Celeste Bartlett	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
----------------------------------	---------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	Please include Darlington road and para street in Miramar as well as Strathmore Ave in Strathmore Park. They are wide roads that connect my home to my school and pass two other schools on the way.
--	--

What else should we consider when implementing the bike network in this area?	Please make the paths feel nice and wide and flat (as in a road, but without cars).
---	---

Overall, what do you think we should consider when implementing the proposed network?

Please do this cycle network, it connects me to my school and many other places and I'm it will do the same for many others who live in the area. It will connect other to their work, to programs and to maybe even to family.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Neutral
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Positive
Driving vehicles	Neutral
Living on a route	Positive
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Neutral

Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	

How important is it to get the bike network installed as quickly as possible?
Very important
What should we consider when putting in interim solutions?
Make sure they don't "look like roads" where people might park in them. Try to make it look nice.

Feedback



NAME: Martin Powell	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------------	---------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

A connection from Tinakori Rd down to Hutt Rd seems like a no brainer considering the distance one has to cover otherwise. While the Hutt Rd needs to happen the possibility of a seaside route

	(particularly with a new ferry terminal being likely) shoul
AREA C: Do you think the network is on the right streets within this area?	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA D: Do you think the network is on the right streets within this area?	
No - I have a suggestion for using an alternative route	
Thinking about the proposed streets, what do you think we should consider?	Opportunity to add amenity. Deemphasize industrial / car sale yards on Cambridge. Remove small kerb crossings for businesses like liquor stores.
What else should we consider when implementing the bike network in this area?	Wakefield Street + Quays should also be available to people on bikes. There are plenty of instances where the waterfront is closed - plus they are generally quicker.
AREA E: Do you think the network is on the right streets within this area?	
No - I have a suggestion for using an alternative route	
Thinking about the proposed streets, what do you think we should consider?	Finding ways to deemphasize the various industrial uses which run along the edges of the Adelaide road route. Reducing the number of kerb crossings where they intersect with cyclelanes somehow.
What else should we consider when implementing the bike network in this area?	Wilsons Street needs to be more than just a paintjob to make trips to kilbirnie realistic for vulnerable users. Provide a route to the Zoo / parks nearby.
AREA F: Do you think the network is on the right streets within this area?	
No - I have a suggestion for using an alternative route	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	Many people on bikes will still want to get to the retail around the control tower - a route running past there would be of more benefit (as much as I love parrot dog).

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Neutral
Riding bikes	Very positive
Using scooters/skateboards etc.	Positive
Driving vehicles	Neutral
Living on a route	Positive
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Neutral
Children travelling to school	Positive
A school on a route	Positive
A sportsground or club on a route	Positive
People visiting Wellington	Very positive

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

Important

What should we consider when putting in interim solutions?

Be flexible - but also expect a loud minority to object. Smile and nod but be steadfast in representing the whole community.

Feedback



NAME: Xuzong Chen	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-----------------------------	----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	Raroa Rd, Terrace-Salamanca-Upland roads, Glenmore St, and Karori Rd are the absolutely crucial routes to get protected bike lane coverage, as they carry the majority of uphill bicycle traffic. In Thorndon, Hawkstone St and Molesworth St are worth equi
What else should we consider when implementing the bike network in this area?	This area is rather hilly. Uphill and downhill cycle lanes can be designed asymmetrically, but should definitely not be on the same side of the road (i.e. they should not be like Thorndon Quay - Hutt Rd or like Oriental Bay).
AREA D: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	The Ghuznee St - The Terrace uphill route towards Kelburn desperately needs physically-separated protected bike lanes. As an experienced cyclist myself, having lived in Kelburn, this was my main route home, and yet this is the most nervous, risky section
What else should we consider when implementing the bike network in this area?	This area, Te Aro, is the hustling and bustling heart of the city. Tensions will be high when you take out car parking e.g. on Tory St. You need to understand that it is precisely the places where people make the biggest fuss about "loss of parking" that
AREA E: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	The Rintoul-Luxford-Adelaide zigzag is precisely the route I ride all the time into and out of Island Bay from the city side. Physically-separated protected bike lanes along this corridor would be really nice. There definitely should be a separated bike lane uphill along Constable St from Newtown to Kilbernie, much like the corresponding uphill lane on Crawford on the other side. This is a situation where asymmetric uphill/downhill lanes (i.e. separated lane for uphill, shared lane for downhill) could be ok in the interest of not using so

What else should we consider when implementing the bike network in this area?	much road width -- but the uphill land on Constable St is really necessary.
	Generally, the most risky sections are the connecting parts, namely: the sharp Rintoul-Riddiford intersection, both the end-intersections of Luxford St (really Luxford St needs protected bike lanes and raised pedestrian crossings the whole way through), A

AREA F: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	Onepu Rd should have physically-separated cycle lanes the whole way through. Notably, in the northbound-direction, the slip lane to turn west onto Coutts St is an unacceptable hazard for people on bicycles going straight-through the intersection. The slip
What else should we consider when implementing the bike network in this area?	There needs to be a better story and better support for cycling through all of the (4-6, depending on how you count) intersections surrounding the triangular block of Mobil and KFC in Kilbernie (triangle surrounded by: Bay Rd, Rongotai Rd, Evans Bay Parad

Overall, what do you think we should consider when implementing the proposed network?

The network is good. The most important thing is to build, not just talk: temporary bike lanes need to get onto the ground. The Brooklyn uphill cycle lane is a perfect example of a good thing done well, and I'm aware of similar plans going forward for Glenmore St to Karori and through the Basin Reserve to Newtown. It is much more important to get things going NOW rather than trying (and probably failing anyway) to get it perfect "in 15 years time". We don't have 15 years; your kids would have grown up already by then. The Brooklyn bike lane build is notably not-expensive, and so we should roll out as many like it across the city as we can, as soon as possible, and I'm talking like in the next 1-2 years.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Very positive
Living on a route	Very positive
Working/owning a business on a route	Very positive

Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	
	Notably, counterintuitively, and contrary to what some loud drivers would say, putting protected cycle lanes all across the city is beneficial, not detrimental, to motorists getting around the city more quickly. This is because of induced cycling demand:

How important is it to get the bike network installed as quickly as possible?	
Very important	
What should we consider when putting in interim solutions?	
The most important thing is to do it soon, asap. It doesn't have to be perfect; it doesn't even have to be right. If you deploy installations quickly and gather feedback, we are more likely (compared to doing "consultations" rather than trials) to find a suitable permanent solution. For Wellingtonians to see that the city council is building solutions, trialing changes, gathering feedback -- that's what will build up reputation of the council in people's minds, and what will allow everyone to work together smoothly in a trusting way.	

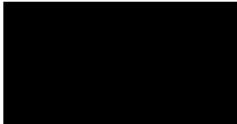


This is a photo I took at Oriental Bay, on the 7th of Nov, 2021.

Look at the huge amount of bicycles here, *despite* the lack of good cycling infrastructure in the city. Imagine just how many more people will ride a bike if you roll out more bike lanes.

Do the interim solutions asap: do it in 2022!

Feedback



NAME: Nadine Dodge	SUBURB: Aro Valley	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
------------------------------	------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	You should extend the primary network up Aro Street through the town centre and to Polhill Reserve/the intersection with Holloway Road. Aro Street is a busy arterial with large volumes of cyclists using the route for transport and to access the mountain b
What else should we consider when implementing the bike network in this area?	Building uphill cycle lanes is more important than downhill cycle lanes. Consider implementing gradually by doing the uphill lanes first.

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

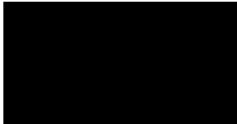
Please use cheaper methods and materials and get more of the network built sooner.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Neutral
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Neutral
Living on a route	Positive
Working/owning a business on a route	Positive

Living with mobility or accessibility issues	Positive
Children travelling to school	Positive
A school on a route	Positive
A sportsground or club on a route	Positive
People visiting Wellington	Positive
Who else should we consider?	
	Consider different people using the bike lanes travelling at different speeds, and built cycle lanes wide enough to allow people to pass one another.

How important is it to get the bike network installed as quickly as possible?	
Very important	
What should we consider when putting in interim solutions?	
Do permanent upgrades in the areas where it is a no brainer and you are certain of the long-term solution.	

Feedback



NAME: [REDACTED]	SUBURB: [REDACTED]	ON BEHALF OF: [REDACTED]	ORAL SUBMISSION Yes
----------------------------	------------------------------	------------------------------------	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Not important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly disagree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Negative

Overall, do you support the proposed bike network plan?

Strongly oppose

Do you agree the proposed network connects the key locations in the city?

Strongly disagree

What locations do you think are not connected by the proposed network?

alot Leave Johnsonville main road out of it as you will be doing more bad then good as you will be effecting busines more than covid already has

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?

Do NOT remove car parking from Johnsonville main road! As we here in Johnsonville are mostly a elderly based community it would be unfair on them to take away easy and convenient acces for them from places such as banks. You well also be making more harm

What else should we consider when implementing the bike network in this area?

How about actually putting one along Moorefield road! The amount of people who have been hit by cars along there is appalling because you havent put in a cycleway. Shift your focus there

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Negative
Riding bikes	Neutral
Using scooters/skateboards etc.	Negative

Driving vehicles	Very negative
Living on a route	Neutral
Working/owning a business on a route	Very negative
Living with mobility or accessibility issues	Very negative
Children travelling to school	Very negative
A school on a route	Very negative
A sportsground or club on a route	Very negative
People visiting Wellington	Very negative
Who else should we consider?	
	ELDERLY PEOPLE

How important is it to get the bike network installed as quickly as possible?
Not at all important
What should we consider when putting in interim solutions?
Not to do it on main roads because its inconsiderate towards local companies

Firstly your online complaints page just goes around in circles so that's makes contacting WCC with issues both ridiculous and frustrating .

Secondly - as the owner of a business on Johnsonville Road I have just been informed that WCC intend to put a cycleway along that road and get rid of car parking. We have been informed that consultation finishes this Tuesday. Notification was received from a member of the public (no officials) on Saturday by our shop staff - not even the business owners.

I am absolutely outraged and disgusted that WCC see fit to effectively banish the businesses from operating in that area. How many cyclists will hop off their bikes to make purchases compared to the number of car drivers who pull up and go into these businesses and go to the remaining banks etc? The answer is none. I have never seen a cycle parked outside our business with the rider inside making a purchase. In fact I see very few cycles along that stretch of road as they would mostly and sensibly use Moorefield Road. But cars and trucks come and go all day long with drivers going to the banks and popping into the shops.

The complete arrogance and unashamedly bias of this Council appals me. We have not received any official notification of this intended change and it is purely one person of his own volition who has brought it to our (the concerned businesses) attention. It seems that the Council make these changes by stealth so local residents and businesses are not aware of the changes until it is almost (if not already) too late and that way it seems we are too late to offer submissions and objections.

And object I do - in the most vehement and outraged manner that I can. How does the Council expect to create a 'metrohub,' as I have heard Johnsonville referred to by Council staff, if vehicles and their occupants are unable to conduct their business and shopping in the area without walking a considerable way? They wont! This alteration will make Johnsonville Road merely a passageway to other suburbs and not a stopping point. Is any consideration given by the Council to members of the public who are elderly, disabled or have their mobility challenged to enable them to efficiently go about their lives. The talk says they think about those people often but in practice they are completely blindfolded to the needs of any groups in the city other than cyclists.

Currently the cars parking short term on Johnsonville Road seem to co-exist well with the cycle lane already there and I see no good reason for that to be changed. I do however feel cyclists would be safer using Moorefield Road and that route should be encouraged. There are considerably less trucks along there doing deliveries etc

The Wellington City Council and its officers need to consider the damage this plan will do to the businesses and the area and rethink their strategy for making Johnsonville become the thriving hub they so often talk about.



Feedback



NAME: Benjamin Burkhart	SUBURB: Newlands	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-----------------------------------	----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

--

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

It's good to see Middleton Rd listed as 'WCC (2021-2031)' because it needs a serious upgrade in order to be safe. Wakely Track is listed as "built/being built". I know for a fact it's not "being built", so you're considering it "built". It is OK for th

What else should we consider when implementing the bike network in this area?

Why is Woodridge not connected at all, I wonder? There's a growing population of professionals and school kids living there. This is probably the part of Wellington with the lowest bicycle mode share. Science shows that hills are not to blame. What is

AREA B: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

wrt Thorndon Quay, it is superbly important that planners are not distracted by those who think that the old angle parking was the pinnacle of city planning sophistication. This is and will only grow as Wellington's most important bicycle travel route, an

What else should we consider when implementing the bike network in this area?

Please do make sure that there's space everywhere for safe bike lanes on these narrow roads. In other words, please do apply the parking policy.

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

Pretty much all of the CBD is currently unsafe to cycle for anyone outside the fast and fearless demographic. As you know, the climate emergency means that the current state is nowhere near good enough. The CBD is also what's frequented by huge numbers of

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

The proposed network as a whole is excellent, but could benefit from the following improvements: Ten years is still too long. It's essential we reduce our emissions within the next decade and a completed network will be key to achieve this. We have seen overseas that rapid rollout of cycling networks can be achieved within just a few years. The Council should also create low-traffic neighbourhoods within suburbs, in addition to the proposed routes between suburbs which primarily benefit commuters. By implementing low traffic neighbourhoods, we can enable safe and comfortable trips within suburbs, through traffic calming, speed reduction, and provision of green space.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Positive
Driving vehicles	Neutral
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive

Who else should we consider? Older people?

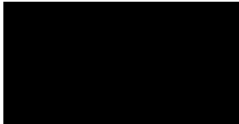
How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

* Make sure cycleways are usable by people of all ages and abilities. * Include physical separation from motor vehicles, and physically prevent vehicles from parking in them. * Make them wide enough so people can pass each other. * Don't build shared paths and avoid shared bus lanes. * Include traffic calming to slow speeds. * Make sure people on bikes are visible at intersections and driveways. * Include art and planting to make interim solutions look good, and relate to the neighbourhood.

Feedback



NAME: Julie Anne Genter	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-----------------------------------	------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Providing direct, separated and wide (enough for people to overtake or ride two abreast in one direction) paths that are protected by something (eg planter boxes or parked cars) and separate to the footpaths. It should be faster and easier to get around by bike than by private car in the central city. The network of separate paths should be complete and allow an 8 year old or an 80 year old to safely get around the city.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive
A school on a route	Very positive

A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	

How important is it to get the bike network installed as quickly as possible?
Very important
What should we consider when putting in interim solutions?

Feedback



NAME: Juline Bunel	SUBURB: Wadestown	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
------------------------------	-----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?

Grant road is quite busy between cars, buses and cars parked in the road. If using this road for cycle way the cycle way should be a protected one and consider removing on street parking for more space. Wadestown road could be an alternative.

What else should we consider when implementing the bike network in this area?	As above - consider removing onstreet parking and making the cycle ways as safe and protected as possible.
--	---

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Making sure the network is connected throughout the city. Making sure intersections are safe as the current cycle ways are not designed for safe turning right or left at intersections. Cycleways need to be protected and clearly separated from roads and parking must not be allowed or made possible on cycleways.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Very positive

Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Don't know
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	
	People with mobility or accessibility issues - make sure the proposed network doesn't prevent them from travelling through the city.

How important is it to get the bike network installed as quickly as possible?	
	Very important
What should we consider when putting in interim solutions?	
Interim solutions need to be as safe as possible. A painted cycle way is not a safe option, if they are not a share walking/cycling area then the cycle ways should be clearly separated (for interim solutions I think planter boxes have been used)	

Feedback



NAME: nicholas booth	SUBURB: Melrose	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
--------------------------------	---------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

That cycling infrastructure must allow safe use for young kids going to and from schools. The design must allow for safe cycling on streets that feed into and from the network as well.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Positive
Driving vehicles	Positive
Living on a route	Positive
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Don't know
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Positive
People visiting Wellington	Positive

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

Be braver

Feedback



NAME: Tim Bradley	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-----------------------------	---------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Not sure

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?
Yes

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?
Yes

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	Safety - separated

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?
Safety separation from cars

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Positive
Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Positive
People visiting Wellington	Very positive

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

Safety for cyclists

Feedback



NAME: Ong, Su-Wuen	SUBURB: Thorndon	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
------------------------------	----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

I cycle up and down SH1 Ngauranga Gorge frequently. While the northbound cycleway is adequate, the southbound footpath is totally useless as a cycleway. This leads to some cyclists using the northbound lanes to travel south. Which is not good as the north

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

--

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

--

What else should we consider when implementing the bike network in this area?

--

AREA D: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?

The cycleway along Waterloo Quay should extend along Aotea Quay to the KiwiRail ferry terminal.

What else should we consider when implementing the bike network in this area?

--

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

--

What else should we consider when implementing the bike network in this area?

--

AREA F: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?

There needs to be a cycleway connection to the Airport terminal.

What else should we consider when implementing the bike network in this area?

--

Overall, what do you think we should consider when implementing the proposed network?

--

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Neutral
Riding bikes	Very positive
Using scooters/skateboards etc.	Positive
Driving vehicles	Neutral
Living on a route	Positive
Working/owning a business on a route	Neutral
Living with mobility or accessibility issues	Very positive

Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Positive
People visiting Wellington	Positive
Who else should we consider?	

How important is it to get the bike network installed as quickly as possible?
Very important
What should we consider when putting in interim solutions?
Ignore complaints from drivers.

Feedback



NAME: Sam Hudson	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
----------------------------	-----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Neutral

Do you agree the proposed network connects the key locations in the city?

Disagree

What locations do you think are not connected by the proposed network?

Hard to call it connected when it is not clear that active cyclists have been consulted on the most recognised efficient routes. Cyclists are not inclined to ride down random side-streets in the apparent name of safety when a more efficient route could be

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Not sure

Thinking about the proposed streets, what do you think we should consider?

Not sure - because plan not detailed as to how slow points will be addressed. A lot of people currently ride across the War Memorial as a fastest route, but a lot of pedestrians create safety risk.

What else should we consider when implementing the bike network in this area?

Major concern is that major intersections on key arterials dominated by cars will still create significant slow points and there is nothing in the plan that indicates these are addressed. Significant intersections of note include around the Basin Reserve,

AREA E: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?

Not inclined to say that Wilson St is a better alternative to improving Constable Street. Many issues with it being residential, backing vehicles, unaware pedestrians, parked cars, and the fact that the lowest portion is one-way at present. Then, the intersection with the Riddiford St will likely create congestion due to islands in the middle of the road, persistent high-flows of both vehicles and foot-traffic at peak times and inter-peak. At least with Constable/Riddiford intersection, there are established lights for those heading into the CBD.

What else should we consider when implementing the bike network in this area?

Preference would be shared arrangement travelling down Constable St (into CBD) until reaching final section (between Daniel St and Riddiford St), at which time a bike lane is required due to usual gridlocking of traffic there. On the away from CBD side, t

AREA F: Do you think the network is on the right streets within this area?

Not sure

Thinking about the proposed streets, what do you think we should consider?

What is going to happen around Shelly Bay Road. Provided that the Council do not continue to make terrible decisions with the development out there, this road needs to be given cycle/pedestrian preference. Hataitai seems under-connected.

What else should we consider when implementing the bike network in this area?

Cyclists are generally less than keen to go through the tunnel due to the fumes, so not sure how much uptake the lane along Wellington Rd/Ruahine St will get on this basis. Perhaps those in a rush will use it, but still rather unpleasant, particularly whe

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Neutral
Riding bikes	Positive
Using scooters/skateboards etc.	Neutral
Driving vehicles	Negative
Living on a route	Positive
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Neutral
Children travelling to school	Positive
A school on a route	Positive
A sportsground or club on a route	Positive
People visiting Wellington	Positive

Who else should we consider?

Māori - in all matters that may affect land, it is important to consider how relevant Māori stakeholders are affected.

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

Get it done soon, but get it done right. Interim solutions are okay, BUT PLEASE CLEAN THE GLASS AND GRAVEL OFF OF THESE LANES.

Feedback



NAME: Craig Starnes	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------------	----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA E: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

There is a fantastic opportunity to supplement the on-road (grey) network with an off-road (green) network that runs through the town belt from Central Park to Wakefield Park. This will provide a absolute separation from vehicles so will be safer. Also

AREA F: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

An off road option that goes up the spine of Mt Vic (an extension to the grade 2 route mentioned in Section E) with a bridge over Constable St.

Overall, what do you think we should consider when implementing the proposed network?

Better connections with the green spaces and use of the green spaces as a safer alternative to on-road routes.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking

Positive

Using public transport

Positive

Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	

How important is it to get the bike network installed as quickly as possible?
Very important
What should we consider when putting in interim solutions?
Reduce wasted cost when implementing the interim solution.

Feedback



NAME: Valerie Morse	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------------	-----------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

I'm excited about having a better bike network, but we can't have safe cycling when we ride alongside parked cars. The number of times I've nearly been killed by people opening their door on me when I'm in the cycle lane on Coutts Ave demonstrate that cars do not see us. Riding in between parked cars and footpaths doesn't work either as for example on Rongotai Road. Cars coming out from the perpendicular streets or turning off don't see us. Bike lanes are great but they actually need to be away from parked vehicles.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Negative
Living on a route	Very positive
Working/owning a business on a route	
Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive

A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	

How important is it to get the bike network installed as quickly as possible?
Very important
What should we consider when putting in interim solutions?
Keep bikes lanes away from parked cars.

Feedback



NAME: Steve Dixon	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-----------------------------	----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	Overall I think it is great and would make a huge improvement for inner city cycling. my one suggestion is to include Jervois Q and Customhouse Q in your network. These are busy and congested roads but provided access for anyone coming off the waterfront
What else should we consider when implementing the bike network in this area?	separated lanes on the waterfront would be good to avoid conflict between pedestrians and cyclists. I use this route a lot and there are a lot of close calls and 'weaving' with cyclists. I've seen a little kid hit one weekend.

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	Most are good and this would make a huge improvement for cyclists in the east. I would add a Moxham Ave bike lane and Coutts St lanes.
What else should we consider when implementing the bike network in this area?	Coutts st is a major missed opportunity. this is a major route for cyclists into the Kilbirnie village it is a wide road and is more direct than the Ruth Gotleib route. Moxham Ave is a major route also and gives access to the Mt Vic tunnel, the village

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Don't know
Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Don't know
Children travelling to school	Positive
A school on a route	Positive
A sportsground or club on a route	Positive
People visiting Wellington	Positive

Who else should we consider?	The locals visiting the shopping village areas in Kilbirnie and Hataitai, Mirimar etc. need to ensure clean connections into the villages with safe cycle storage.
-------------------------------------	--

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

I like this interim approach 'quick, dirty and cheap' is the best way to trial the network - if you have to iron out problems or tweak it then its easy and inexpensive to make changes. it will also show the resistant that these networks won't be the end of the world and have the disastrous impacts they imagine. Most importantly it will get more people on their bikes.

Feedback



NAME: Alicia Hall	SUBURB: Other - Kapiti	ON BEHALF OF: Parents for Climate Aotearoa	ORAL SUBMISSION Yes
-----------------------------	----------------------------------	---	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA D: Do you think the network is on the right streets within this area?	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA E: Do you think the network is on the right streets within this area?	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA F: Do you think the network is on the right streets within this area?	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Ensuring as many schools as possible are included within the network. Working with schools on potential routes and supporting the uptake of children biking to school safely.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Very positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?
--

School routes, effective safety measures, long trial periods - tweak as you go.

Feedback



NAME: Richard Hovey	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------------	----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

An e-bike rider can have the same kinetic energy/impact force as a rider on a 50cc motor scooter and as more and more people ride e-bikes and those bikes increasingly are carrying children, more load etc it's critical that cycling facilities recognise this and don't rely on outdated models from the Netherlands where urban cycling is generally at much slower pace.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Neutral
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Neutral
Living on a route	Very positive
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Very positive
Children travelling to school	Positive
A school on a route	Very positive
A sportsground or club on a route	Positive

People visiting Wellington	Positive
Who else should we consider?	Tradespeople and others who's work involves a lot of travel around the urban area. How people who need to load and unload goods (and people) in areas where the bike networks will run can do so safely for them and other road users.

How important is it to get the bike network installed as quickly as possible?
Important
What should we consider when putting in interim solutions?
Ensuring that new hazards aren't introduced for people riding bikes or using the road in other ways.

Feedback



NAME: Gary Finlay	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-----------------------------	----------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Not sure	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

The most important thing is to have a continuous, joined-up network.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

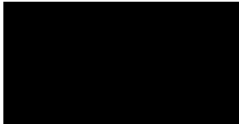
Walking	Positive
Using public transport	Positive
Riding bikes	Positive
Using scooters/skateboards etc.	Don't know
Driving vehicles	Neutral
Living on a route	Don't know
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Positive
A school on a route	Positive
A sportsground or club on a route	
People visiting Wellington	

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?



Feedback

NAME: Patrick Mills-Munday	SUBURB: Thorndon	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
--------------------------------------	----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA D: Do you think the network is on the right streets within this area?	
Not sure	
Thinking about the proposed streets, what do you think we should consider?	I don't think every major artery needs to have bike use as a major component - walkability should be considered alongside biking in the city centre. walkability in the city centre should be the primary goal with transport options (including bikes) being u
What else should we consider when implementing the bike network in this area?	Major bike lines with protected cycling (both natural and man-made barriers) are vital. if all streets have bike lanes but none of them was protected the difference would not be significant. it is better to dedicate (as there is limited space in this area
AREA E: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	The street selected is good because there will be little "danger time" to cyclists as they get onto the main/protected cycleways. It also is also direct which will encourage commuting from these areas.
What else should we consider when implementing the bike network in this area?	It would be good to consider the proposed get wellington moving project in conjunction with the bike lanes - ultimately, although not a bad thing, having too much transport in certain areas can alienate others and make them remain car dependent.
AREA F: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	This area has the clearest arteries for transport. unfortunately, it is still good to have car arteries as well. - simply - less but better is better than lots but lacking. if the main routes are fully protected then it will be good, if not then it may as
What else should we consider when implementing the bike network in this area?	Let's get wellington movie is (hopefully) going to be implementing change in this

area as well. communication is good please.

Overall, what do you think we should consider when implementing the proposed network?

protected and dedicated cycleways are more important than the number of cycleways. If you have good arteries it will allow access to more people than simply having a lot of average bike lanes. if you look at examples overseas people are even willing to go on a longer route if it means they cycle on dedicated and protected cycle lanes. Dedicated and protected cycleways are the most important thing.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Positive
Living on a route	Positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Positive
A school on a route	Very positive
A sportsground or club on a route	Positive
People visiting Wellington	Very positive

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

make sure they are implemented using dedicated and protection cycleways - this will change this mindset of many who will be happier to commit when they understand what it means.

Feedback



NAME: Amelia	SUBURB: Newlands	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
------------------------	----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive

Who else should we consider? Having it everywhere else in NZ.

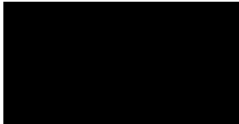
How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

A wide space for the riders and make it safe from any vehicles,

Feedback



NAME: Matt O'Neil	SUBURB: Strathmore Park	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-----------------------------	-----------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
 What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
 What else should we consider when implementing the bike network in this area?

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
 What else should we consider when implementing the bike network in this area?

AREA F: Do you think the network is on the right streets within this area?

Not sure

Thinking about the proposed streets, what do you think we should consider?

 What else should we consider when implementing the bike network in this area?

Extend Ira Street connection along Strathmore Ave to Kahurangi School. Connect Seatoun tunnel to waterfront along Ferry Street. The Hataitai route could possibly go up Moxham. I haven't got to the LGWM submission yet though which may cover that. More pede
 More to be done to reduce traffic speeds in local centres such as Kilbirnie and Miramar. More planting, narrower carriageway, more priority to pedestrians. Prioirtise cycle / pedestrian crossings over junctions eg Miramar cutting, with raised crossings an

Overall, what do you think we should consider when implementing the proposed network?

Make sure the routes are direct, connected and prioritise pedestrain / cycle movement along these corridors. Link routes to schools and workplaces (eg the hospital). Do more to rebalance priority of pedestrians and cyclists in low speed areas such as local centres - reduce carriageway, increase foot and cyclepaths, give pedestrians and cyclist more right of way and priority at intersections, narrow carriageway and introduce more buffers such as planting. Increase prevalence and prominence of cycle parking. Make cycling more prominent on all quiet streets eg painted signs on roads.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Positive
Living on a route	Positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Positive
A school on a route	Positive
A sportsground or club on a route	Positive
People visiting Wellington	Very positive

Who else should we consider?	Connect routes to more schools, cycle parking outside schools. Reduce / raise carriageways in and around school entrances and make pedestrians and cyclists priority eg traffic calming, reduce priority for car dropoffs.
------------------------------	--

How important is it to get the bike network installed as quickly as possible?
Important
What should we consider when putting in interim solutions?

Feedback



NAME: Alex Baker	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
----------------------------	-----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

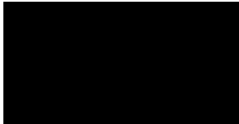
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA D: Do you think the network is on the right streets within this area?	
No - I have a suggestion for using an alternative route	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	The waterfront area needs to be segregated from foot traffic and higher speed enabled
AREA E: Do you think the network is on the right streets within this area?	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA F: Do you think the network is on the right streets within this area?	
No - I have a suggestion for using an alternative route	
Thinking about the proposed streets, what do you think we should consider?	I think there should also be a bike route running over Grafton and Haitaitai roads to pick up the catchment that lives on the hill
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?
- Making sure intersections have a cyclist priority approach (rather than cyclists get diverted into pedestrian areas and intersections prioritise cars) - Making sure commuter cycle lanes are separated from pedestrian areas and PT unloading does not dump people into cycle lanes to enable safe commutes - Making sure local streets have safe connections to the cycle network so that anyone can safely go home->local street->network->local street->work (school or whatever it is)

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Positive
Using public transport	Neutral
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Negative
Living on a route	Very positive

Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Positive
A school on a route	Positive
A sportsground or club on a route	Neutral
People visiting Wellington	Neutral
Who else should we consider?	
	Commuters. Commercial work places on a route

How important is it to get the bike network installed as quickly as possible?
Very important
What should we consider when putting in interim solutions?
Not making them a complete eyesore. Making sure there is clear signaling of right of way to avoid pedestrians using spaces as BAU



Feedback

NAME: Tim	SUBURB: Broadmeadows	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
---------------------	--------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?
arfdsfadfasdf

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Very positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	
People visiting Wellington	Very positive
Who else should we consider?	

How important is it to get the bike network installed as quickly as possible?

What should we consider when putting in interim solutions?

asdfadsfasdf

Feedback



NAME: David Puddephatt	SUBURB: Johnsonville	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
----------------------------------	--------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Neither agree nor disagree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Not sure

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Positive
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Neutral
Living on a route	Don't know
Working/owning a business on a route	Don't know
Living with mobility or accessibility issues	Positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive

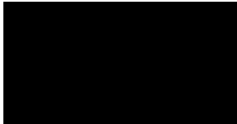
Who else should we consider?

Integrating Bus Stops on the route Thank you for Bike Carriers on buses Plenty of signage and maps so users can navigate around the city

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?



Feedback

NAME: Colin Fraser	SUBURB: Lyllall Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
------------------------------	-------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Positive

Overall, do you support the proposed bike network plan?

Support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

It is very important to keep all wheeled vehicles (.e. scooters, motorized scooters, and skateboards, as well as bicycles off the footpaths. This is a major safety consideration.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Very positive
Living on a route	Positive
Working/owning a business on a route	Neutral
Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive
A school on a route	Positive
A sportsground or club on a route	Positive
People visiting Wellington	Positive

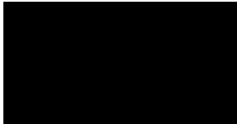
Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

The safety of pedestrians (including the elderly especially).



Feedback

NAME: John-Luke Day	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------------	------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
 What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
 What else should we consider when implementing the bike network in this area?

AREA E: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?
 What else should we consider when implementing the bike network in this area?

I think a designated cycle path along the waterfront is important. It connect the path at Oriental Bay and continue through to the station. Lots of people walk along the waterfront. It can be difficult to cycle among them. Having a designated cycle path w

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
 What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

--

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Neutral
Using public transport	Neutral
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Neutral
Living on a route	Neutral
Working/owning a business on a route	Neutral
Living with mobility or accessibility issues	Neutral
Children travelling to school	Very positive

A school on a route	Very positive
A sportsground or club on a route	Positive
People visiting Wellington	Very positive
Who else should we consider?	Lower income communities for whom private car travel and public transport is unaffordable.

How important is it to get the bike network installed as quickly as possible?	
Very important	
What should we consider when putting in interim solutions?	
I wholly endorse the submission prepared by Pahikara ki Pōneke Cycle Wellington: To make sure cycleways are usable by people of all ages and abilities, include physical separation from motor vehicles. Make them wide enough so people can pass. Don't build shared paths. Avoid shared bus lanes. Include traffic calming. Make sure people on bikes are visible at intersections and driveways. Include art and plants. Make interim solutions look good, and relate to the neighbourhood.	

Feedback



NAME: Paula Warren	SUBURB: Kelburn	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
------------------------------	---------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
What else should we consider when implementing the bike network in this area?

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
What else should we consider when implementing the bike network in this area?

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

The network needs to provide separated cycleways. No shared paths (i.e. do not mix pedestrians and cyclists). It is important that cyclists using the core network can move at speed without worrying about pedestrians, and that the pedestrian network is safe for pedestrians. Your document didn't seem to mention reducing conflicts between bikes and (particularly) micromobility vehicles and pedestrians. A fast moving vehicle cannot safely mix with pedestrians, and the presence of vehicles reduces the pleasure of walking (for example that you need to walk in a straight line to be safe). For walkers and cyclists, a complete network is essential. So just putting in bike lanes on the core network isn't enough. You need to make it possible for cyclists to cycle safely on the connecting streets (not feel obliged to be on the footpath). So lower speeds, removal of carparking, care with infrastructure (e.g. drain covers), etc are essential throughout the city. Cycle and e-scooter parking need to be provided everywhere, and it should be off the footpath. There are plenty of bits of road that aren't needed for cars that could be used. And you can produce chicanes, kerb extensions and other traffic mitigation measures as part of providing parking. The district plan needs to require businesses that provide customer and worker parking to also provide cycle parking. Living Streets tried to get that into the plan last time and business submissions opposed it, and WCC didn't pick and run with the idea. You have a chance this time to do the right thing. Without good parking, cyclists end up attached to anything available, and that generally means they end up on footpath because that's where most of the poles are. When I was representing walkers, cyclists and PT users on the Regional Transport Committee, I emphasised that fact that mode

isn't the most important consideration. Speed is. Cyclists, runners, mobility scooter users, wheelchair racers doing training and scooter riders need a space where they can move fast. Walkers, most wheelchair users, mobility scooter users with poor eyesight, children on ride-on toys, pushchairs, and very hesitant young cyclists need a space where they can move slowly. So your cycle network needs to attract and provide good service levels for all the fast things. So please don't use concrete - runners avoid it. And don't restrict the sort of non-car people/vehicles that can use it. In my submission on the land transport rules I suggested that the simple answer to bikes etc on footpaths is to make a rule that they can use them when a cycleway is unavailable, but only if they do not pass a pedestrian from behind, and only pass a pedestrian going in the opposite direction at walking speed. You could consider a bylaw to achieve that (provided you were prepared to rigidly enforce it). My mother who is now frail and has poor eyesight agreed that she could cope with that. It's the ones passing from behind that startle her, and that mean she can't be sure that veering across the path to do things like smell a flower (or even just not walking in a straight line) is safe. With a rule like that, cyclists can use shortcuts, bypass traffic queues, etc, if there are no pedestrians or they are prepared to go slowly. Or ride alongside a pedestrian to talk to them. Or walk with a small child on a bike. And a similar rule for wheelchairs, mobility scooters, etc. None of the arrangements NZTA offered up are safe for pedestrians. But ideally, you would design the city so no cyclist is every tempted to use the footpath. I personally hated cycling on the footpath (in the days when I did cycle) because cars coming out of driveways never check for footpath users. Both the pedestrian and cycling networks need other things to make them attractive. Seating. Things to lean a bike against. Shade. Water. Toilets. And they need extra width for conversations. Putting the networks in parallel can allow those to be shared. So an ideal arrangement is a cycleway next to the footpath, separated by a narrow stormwater garden that collects and treats runoff from both, and provides a clear green barrier between the two. and with some wider areas that have seats, shade, shelter, water fountain, things to lean a bike against. So I'm biking to work and someone rings and I need to have a difficult conversation and concentrate on it. I can ride to the next rest station and sit in comfort and take the call. I am riding home and see a friend on the footpath. I can stop and join them and we can sit at the next rest area and chat. It's hot, I'm not feeling very well, and need a rest. I can stop, have a drink, get some shade, and recover. The southerly is sweeping across the harbour and my coat is in my pack. I can race to the next shelter and stay there while the worst passes through, and get the coat on. Wider areas are essential to stop people who are chatting blocking the route for those passing through, to help people enjoy their outing, and to encourage safer behaviour (e.g. stopping to take a phone call, taking necessary breaks, adjusting clothing, fixing minor problems with the bike (e.g. loose gear), etc. Toilets are essential for people with bladder and bowel problems, or who are doing longer trips. Lack of toilets, like lack of safe cycling facilities, makes many people disabled (i.e. unable to undertake normal activities because of a physical condition). A successful network also provides for both the speedy trip to work and the leisurely trip where pleasure is more important than transit time. Again, providing for cyclists separately to walkers is vital. Half the point of walking through a green space is being able to wander at will and stop suddenly to look at things. You can't do that if there are cyclists around. I have been promoting the creating of greenways - connecting up existing shortcuts and streets into long distance walking commuter routes that are largely off road. We need some cycling greenways as well, and because cyclists are moving faster they can be more circuitous and still be attractive. I'm not talking about mountain biking tracks for idiots who like speed and mud, but routes for people who want a pleasant ride to the shops, work, a cafe, a beach. It could be created by connecting a lot of leafy roads with slow traffic speeds and good amenity, avoiding conflict with walkers on shortcuts. Finally, the council needs to get a spine and be consistent. I was involved in the Thorndon transport collaborative process. The process was partially de-railed by councillors interfering, and then the scope was arbitrarily changed, and then the whole thing suddenly dropped

without any discussion with the group. So instead of building a good outcome for cyclists, walkers and shops, we ended up with a poor outcome. This happens over and over again, with the council being particularly unable to say not to people who want to store their cars on public land. Set clear and sensible goals for how public open space will be used, and then use tactical urbanism to test the details, and then do it. Don't give in to the bleaters who want a carpark right here because it's always been right here and they have a car and presumably can't walk more than a few metres. Your hierarchy triangle is right, but I challenge you to show any recent work that actually reflects it. Stop writing strategies and get on and implement them.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive

Who else should we consider?	Ecological restoration. We need more space for nature, and well designed walking and cycling spaces can incorporate nature in a way that roads can't. Even just the fact that a cycleway will keep those pesky road contractors away from my plants and make it
------------------------------	---

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

Use tactical urbanism. And make it good for people - seats for example.

Feedback



NAME: Stephen Maslin	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
--------------------------------	---------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA D: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	Arthur street shared bike lane barely usable, to many crossings and recently was made even worse by removing diagonal bike crossing at Cuba st intersection. An alternative route (Ghuznee st) or making the route work on one side of the road the whole way d
What else should we consider when implementing the bike network in this area?	Making sure the routes are easy to use (unlike the Arthur st route) and interconnected here for convenience. Without convenience they will be less likely to be used.
AREA E: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	Newtown: a bike lane that continues all the way down Adelaide road rather than side steps. Otherwise it's not a direct convenient route for cyclists coming from Berhampore, island bay etc. It looks like the cycle way on John st takes a tiny detour into Hutchison Road. That would be silly and unlikely people would use that stretch. Basin reserve: this closes for events. A good alternative needs to be installed when it is closed. Otherwise I like this route. These are minor complaints compared to the scale of the project. I am very happy about this! Thanks for your hard work designing streets that are safer, greener and importantly more fun for me and my kids Finn and Leon.
What else should we consider when implementing the bike network in this area?	Quiet routes: on some plans there were designs for quiet routes. In theory this is okay but some infrastructure that's more than just pretty bike pictures on the road. I would propose quiet routes would need lower speeds, good road width to help cyclists

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Very positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Don't know
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Positive
People visiting Wellington	Very positive

Who else should we consider?

Route misses Mccalister park.

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

Making the lanes interim then permanent is a great way to get the bike lanes started and connected. Make sure good bollards are used to prevent the lanes from being used by cars as parks. Ensure good bike parking is installed even during interim stage.

Feedback



NAME: Anne and Chris Rowe	SUBURB: Kelburn	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------------------	---------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

It is essential to have safe cycleways in Wellington that are physically distanced and protected from car users. Pedestrians and cyclists should not be scared of dying every time they make a journey. This is a great improvement.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Positive
Driving vehicles	Positive
Living on a route	Positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Positive
A school on a route	Positive
A sportsground or club on a route	Positive
People visiting Wellington	Very positive

Who else should we consider?

The elderly, mobility impaired, visually impaired.

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

The trouble with interim solutions is that they are costly and sometimes (more often than not), become the low quality permanent solution.

Feedback



NAME: Emma Osborne	SUBURB: Vogeltown	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
------------------------------	-----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA D: Do you think the network is on the right streets within this area?	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA E: Do you think the network is on the right streets within this area?	
No - I have a suggestion for using an alternative route	
Thinking about the proposed streets, what do you think we should consider?	Increasing density of connections in the southern suburbs - the southern part of the network is very hilly (not an exclusive issue to this part of Welly!) and while many of the routes are close on the map, they're actually difficult to get between, particularly in Brooklyn. The middle of the southern zone also has one of the largest gaps between routes. Using the town belt would significantly increase the utility of the network and could be done at low cost with small changes. E.g. extending the Adelaide Rd connection to Stanley St & then through McAllister/Liardet Park would connect Vogeltown to the network
What else should we consider when implementing the bike network in this area?	Increasing provision for short trips within local neighbourhoods. As it stands, these routes prioritise commutes to the CBD or longer recreational rides around the coast. What is missing are connections for shorter trips e.g. to local schools, playgrounds
AREA F: Do you think the network is on the right streets within this area?	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

This is a great start, but the network needs denser connections to facilitate trips within local neighbourhoods as well as serving commuters to the CBD. Increasing density of the network, together with traffic calming, lower speed limits and low-traffic neighbourhoods could supercharge the network by meaning that more people are more comfortable riding to the network, and that more short trips within local areas can be made by bike. Design the network with all people who want to ride a bike in mind - not just experienced commuter cyclists. Making sure all schools and playgrounds are on the network, for example, would make riding a bike a safe and viable option for many children. Done well, this network will help us to meet our goals for mode shift in order to respond to the climate emergency. Implementing the network as fast as possible should be a priority.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Very positive
Children travelling to school	Positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

Feedback



NAME: John Morrison	SUBURB: Churton Park	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------------	--------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Overall, do you support the proposed bike network plan?

Do you agree the proposed network connects the key locations in the city?

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?

Middleton Road is the only link from Wellington City to Tawa and the north for pedestrians as well as cyclists. It is a very vulnerable road with steep unstable slopes above topped by ancient pine and macrocarpa trees. The road also suffers from drop outs

What else should we consider when implementing the bike network in this area?

The network must make provision for pedestrians as well as cyclists, to ensure that access is still available after a disruption on Middleton Road. My understanding is that following a major seismic event, commuters from the north may have to walk home, i

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

The network must provide secure access from Wellington City to Tawa and the north for both pedestrians and cyclists, noting the very vulnerable section of Middleton Road between Churton Park and Tawa. An alternative secure route is available, which could be developed in conjunction with the Upper Stebbings Valley scheme to connect to Greyfriars Crescent Tawa.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	
Using public transport	
Riding bikes	
Using scooters/skateboards etc.	
Driving vehicles	
Living on a route	
Working/owning a business on a route	
Living with mobility or accessibility issues	
Children travelling to school	
A school on a route	
A sportsground or club on a route	
People visiting Wellington	
Who else should we consider?	

How important is it to get the bike network installed as quickly as possible?
What should we consider when putting in interim solutions?

Feedback



NAME: Katie Benson	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
------------------------------	------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

Reducing speed limits and implementing low-traffic neighbourhood measures wherever practical, so that all users feel safe. On narrow streets, remove on-street car parks. Make sure the junction of Onslow Road and Hutt Road has signal options for pedestrian

What else should we consider when implementing the bike network in this area?	Adequate cycle parking at points of interest (and encouragement for body corps to install cycle storage)
AREA C: Do you think the network is on the right streets within this area?	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA D: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	Removing unnecessary private cars from these streets
What else should we consider when implementing the bike network in this area?	Signals at junctions for cyclists, clear distinctions between cycle paths and footpaths to avoid confusion and to provide adequate space for everyone
AREA E: Do you think the network is on the right streets within this area?	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA F: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	Add traffic-calming measures to these streets and the streets around them to make the network as accessible as possible
What else should we consider when implementing the bike network in this area?	Encourage cycle parking outside businesses along the route and make sure cyclists are separated from both traffic and pedestrians

Overall, what do you think we should consider when implementing the proposed network?

Do it sooner rather than later, by applying interim designs (like Brooklyn Rd) to get a usable bike network built now. We need separated bike lanes, not shared paths or painted bike lanes for genuine safety. Ensure great signage for easy use of the network and make sure the lanes are usable by people of all ages and abilities.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Don't know
Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive

Who else should we consider?	Future inhabitants of Wellington, who will be less impacted by the effects of climate change if we act decisively now. Bike lanes are climate action
-------------------------------------	--

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

That cycleways are usable by people of all ages and abilities, include physical separation from motor vehicles. They must be wide enough so people can pass. Don't build shared paths. Avoid shared bus lanes. Include traffic calming. Make sure people on bikes are visible at intersections and driveways. Include art and plants. Make interim solutions look good, and relate to the neighbourhood.

Feedback



NAME: Steve B	SUBURB: Other - Hutt Valley	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------	---------------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

The current cycle route is essentially the only 1 available and is grossly unsafe now. Council should give improvements a very high priority, and interim safety measures are needed if full plan delivery may take 10 years.

What else should we consider when implementing the bike network in this area?

Council should take down existing signs identifying cycle routes and shouldn't otherwise encourage cycling on this route until a safe path can be installed- on my way to work this morning I witnessed another cyclist being taken out by a car on the unsafe

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

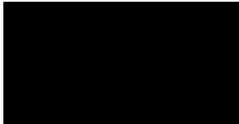
Please focus on upgrading cycle routes to make them safe - they aren't currently

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive

Driving vehicles	Very negative
Living on a route	Very positive
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	
People visiting Wellington	Very positive
Who else should we consider?	
	Elderly people - as evidenced by their high use of Kapiti cycle trails, elderly cyclists have been forced off Wellington roads

How important is it to get the bike network installed as quickly as possible?	
Very important	
What should we consider when putting in interim solutions?	
<p>WCC has for some years focused on big project solutions to cycle path issues. In the meantime, basic maintenance isnt done for cyclists - potholes filled, white lines and rumble strip installed, unsafe speed limits reduced, road sealing should include road margins used by cyclists, etc. These are all basic things that are budgeted and installed where vehicles are affected, but same standards evidently don't apply for cyclists. Please please start doing basic safety maintenance on cycle paths; don't wait the years that will pass before your big plan is implemented</p>	



Feedback

NAME: Rhedyn Law	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
----------------------------	---------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	potential for conflict with buses, and difficult intersections, such as Raroa Cres/Chaytor St, prioritising moving people over parking, gradient and what this means for the variation in speed between cars and bikes/active modes.
What else should we consider when implementing the bike network in this area?	Cyclist often travel at a similar speed to traffic downhill (often a lot faster at peak periods) but this doesn't mean separation isn't important for safety. Cars often underestimate the speed cyclist might be travelling and overtake in a unnecessary and
AREA D: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	Cyclists will use streets that are outside of this network, and it is important to communicate that this is ok. As the route proposed is around the waterfront rather than the Quays, it will be really important to consider pinch points in shared spaces, pa
What else should we consider when implementing the bike network in this area?	Education and enforcement are important. Bunny St is a key example of where infrastructure is provided on road, but no enforcement and no education means that there are often cars all over the cycle ways, and pedestrians walking out from between cars with
AREA E: Do you think the network is on the right streets within this area?	
No - I have a suggestion for using an alternative route	
Thinking about the proposed streets, what do you think we should consider?	Prioritising moving people over parking, and ensuring this is enforced. Making sure that the route choice remains direct and practical, or it won't get used. The relationship between buses and cycle routes is really important in this area. Rat running is really common through Newtown, particularly up Mein St and along Daniell St. Please consider how this can be better managed where cyclists don't have a cycleway and need to use these residential streets to connect. Where parking is located close to intersections cyclists are unnecessarily

What else should we consider when implementing the bike network in this area?	held up by long lines of cars, particularly on weekends. To incentivise the primary route as the best route for through traffic, consideration needs to be given to the traffic light cycles through Newtown. A lot of cars rat run because the right hand turn sequence from Riddifort St onto Constable St when coming from the south only allows for 2-3 cars through the lights at peak times.
	Consider providing for an extra block up hill on Constable St between Owen and Coromandel St to enable anyone south of Constable a safe route using quieter streets until they get to Constable. It is not realistic to expect people to cross main intersectio

AREA F: Do you think the network is on the right streets within this area?

Yes	
Thinking about the proposed streets, what do you think we should consider?	Potential to make some of these one way (ie. Childers Terrace) to better accommodate a safe route. Parking is a real issue in this area, and vehicles often overtake with no visibility or space.
What else should we consider when implementing the bike network in this area?	prioritising cycling and walking crossings for those travelling along the Leonie Gill pathway.

Overall, what do you think we should consider when implementing the proposed network?

Make it happen fast, and prioritise moving people over parking. There is going to be a portion of the community who are unhappy. You can't accommodate everyone, and maintaining momentum is important. Leaving things unconnected or consulting too many times doesn't help, it hinders progress.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Positive

Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Neutral
People visiting Wellington	Very positive
Who else should we consider?	

How important is it to get the bike network installed as quickly as possible?
Very important
What should we consider when putting in interim solutions?
Making sure they are maintained. Where pollards are pulled out (whether by accident or on purpose) they need to be replaced straight away. Clear communication is important. Also ensure you are providing a safe route during construction, and that any other construction projects are required to take cycling into account when requiring traffic management. More often than not, construction traffic management blocks any cycling infrastructure and doesn't consider where cyclists will go.

Feedback



NAME: Francesca Pouwer	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
----------------------------------	----------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
What else should we consider when implementing the bike network in this area?

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
What else should we consider when implementing the bike network in this area?

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

- I strongly support the proposed bike network plan. - The bike network will have a very positive long-term impact on Wellington City Council's goal is to reduce emissions. Along with better public transport, transport on demand and carsharing to move more people with fewer vehicles, cycling is part of taking action against climate change. -It is very important to make it easier and safer for people to ride bicycles in and around the city, with safe separation between cars, bikes, and pedestrians. -I believe that the Council should also create low-traffic neighbourhoods within suburbs, in addition to the proposed routes between suburbs which primarily benefit commuters. Children, elderly, people working from home can then move safely and quickly to their chosen destinations. -It is very important to get the bike network installed as quickly as possible. Many people want to cycle but are scared to do so currently. For example the e-bike is increasingly popular 60+ and separated routes will encourage cycling. 1 in 5 adults will be 65 or over by 2034. It will make a significant contribution to reducing emission, staying healthy and provide independence for children to cycle to school instead of being picked up by car. Cycle trains with one accompanying adult can ensure younger children can participate.

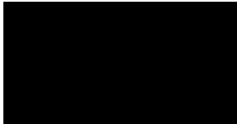
Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking

Positive

Using public transport	Neutral
Riding bikes	Very positive
Using scooters/skateboards etc.	Don't know
Driving vehicles	Don't know
Living on a route	Very positive
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Don't know
Children travelling to school	Positive
A school on a route	Positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	
	The 60+ as they will represent 20% of the population by 2034. In their case it is not the main commute that is important but visiting friends in other suburbs, cycling for recreation , being able to put cycles on trains and buses. Currently there is limit

How important is it to get the bike network installed as quickly as possible?
Very important
What should we consider when putting in interim solutions?
Clear signposting or use of highly visible materials or a way to raise the markers(as on Brooklyn Hill trial route) to make them safe. - Thinking about the effect of wind gust if routes are close to car and other by passing vehicles. - Make the innercity carfree by 2025 as proposed. This will allow for cycling and walking really quickly and is cost effective. It will also decrease congestion, buses will move faster and therefore encourage people to use the bus. - In the interim, while the bike plan is rolled out, it is vital to change our mindset and encourage carsharing with parking only at edge of the city, eg at Sport stadium and other suitable spots. Buses can then transport people into the center and they can walk if the destination is not that far. Bikes and e-scooters are another option.



Feedback

NAME: Lachlan Patterson	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-----------------------------------	--------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	The Chaytor St/Raroa Cres intersections are a nightmare, and I've nearly been hit by cars blindly pulling out from Raroa Cres while riding, as have many other people riding bikes. I think these intersections, the Karori Tunnel, and the roundabouts on the
What else should we consider when implementing the bike network in this area?	Consistent 30kph speed limit throughout the whole length of Karori Road would be much safer, not just for people on bikes, but people walking through Karori also. Few cars seem to adhere to the small sections of 30kph limits, likely both because the sp

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive

Driving vehicles	Very positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	
	It is essential that abundant mobility parking is provided nearby when car parking is replaced by safe biking infrastructure.

How important is it to get the bike network installed as quickly as possible?	
	Very important
What should we consider when putting in interim solutions?	
	Interim solutions need to be clearly visible and consistent!

Feedback



NAME: Bronwyn	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------	---------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Not sure

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

Safety biking downhill in wind or rain, bikes need wider space and or more protection from traffic in difficult weather on steep slopes. I frequently bike commute through this area, the

	current main challenge is large roundabouts getting through quick
AREA C: Do you think the network is on the right streets within this area?	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA D: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	Wind - extra safety or space in wind tunnels
What else should we consider when implementing the bike network in this area?	Transitions eg needing to change lanes at lights. Navigating connections with one way streets. Space /plan for future road works. Often great bike lanes are blocked by temporary road signs especially during road works.
AREA E: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	Turning left out of adeleide into the small road when facing the basin, there's aramp onto the footpath for when lights are red but there's not an off ramp ground the corner, forcing cyclists to stay on pavement abd come off at the next little road which
AREA F: Do you think the network is on the right streets within this area?	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
Overall, what do you think we should consider when implementing the proposed network?	

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Don't know
Using public transport	Don't know
Riding bikes	Very positive
Using scooters/skateboards etc.	Don't know
Driving vehicles	Don't know
Living on a route	Very positive
Working/owning a business on a route	Don't know
Living with mobility or accessibility issues	Don't know
Children travelling to school	Don't know
A school on a route	Don't know
A sportsground or club on a route	Positive
People visiting Wellington	Very positive
Who else should we consider?	
	Speakers of te reo - bilingual signs

How important is it to get the bike network installed as quickly as possible?

Important

What should we consider when putting in interim solutions?

Safety and navigability at intersections

Feedback



NAME: Chris	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-----------------------	----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Support

Do you agree the proposed network connects the key locations in the city?

Disagree

What locations do you think are not connected by the proposed network?

It's crucial to connect schools in a way that makes parents think it's safe for kids to ride to school. Commuter routes are not sufficient for this. Primary school age is where behaviors are formed.

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

On the main page three tiers of the network are mentioned. Commuter routes, neighborhood and quiet streets. Don't focus on commuter highways. All three are important.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Positive
A school on a route	Positive
A sportsground or club on a route	Positive

People visiting Wellington

Very positive

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

Can convert any residential road to 30kph shared environment pretty much over night.

Feedback



NAME: David Reid	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
----------------------------	--------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	Segregation particularly key in the Karori route as if the lanes cause any slowdown for drivers, a dangerous frustration will build.
What else should we consider when implementing the bike network in this area?	On and off junctions have been poorly signposted in othe areas, leading to difficulty accessing the lane once you've missed it. This will frustrate drivers if they see cyclists NOT using the path.

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Make the lanes obvious. Colour and segregate them to define them. It helps establish them as permanent fixtures of Wellington and people will buy into it if there is a consistency of presentation and function. Please do not use funding as an excuse to deliver a mish mash project as if so, you might as well not bother starting it. Also - get the engineers on site. NZ road building is pretty wasteful, let's not constantly have to dig up and relay because of errors.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Positive
Using public transport	Neutral
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Positive

Living on a route	Positive
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Don't know
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	
	Bike parks!!! Look overseas. Space will be required. You can't avoid giving over some room. Big secure one at train station seems key.

How important is it to get the bike network installed as quickly as possible?
Important
What should we consider when putting in interim solutions?
Why are you spending money on an interim solution? What exactly is the benefit of that - other than to put in something that will cost money and probably never get upgraded. Just bloody build it properly in one part of town and watch the success change minds. Plenty of overseas designs that work. Use them... and LET'S GO!

Feedback



NAME: Freddy Tennant on behalf of Professor William Levack	SUBURB:	ON BEHALF OF: University of Otago Wellington	ORAL SUBMISSION Yes
--	----------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Overall, do you support the proposed bike network plan?

Do you agree the proposed network connects the key locations in the city?

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
What else should we consider when implementing the bike network in this area?

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
What else should we consider when implementing the bike network in this area?

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

--

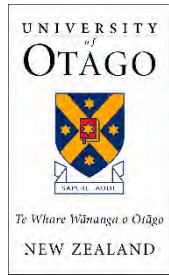
Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

- Walking
- Using public transport
- Riding bikes
- Using scooters/skateboards etc.
- Driving vehicles
- Living on a route
- Working/owning a business on a route
- Living with mobility or accessibility issues
- Children travelling to school
- A school on a route
- A sportsground or club on a route
- People visiting Wellington

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

What should we consider when putting in interim solutions?



Professor William Levack
Dean and Head of Campus
University of Otago Wellington
Mein St
Newtown

26 November 2021

Submission on Paneke Pōneke - Bike network plan from the University of Otago, Wellington

About the University of Otago Wellington

The University of Otago, Wellington is campus of the University of Otago. We are predominately a health sciences campus and, as well as postgraduate and undergraduate teaching, we have significant research interests including in sustainable cities, transport, housing and health. We employ around 350 staff and have 1000 tertiary students. Many of our staff are joint clinical appointments who also work for CCDHB and many students are required to undertake multiple clinical placements across the region's healthcare facilities during their time of study.

We are located in Newtown on the CCDHB hospital campus, however seismic issues with our building means for the next 3- 4 years our staff and students will be spread across multiple locations between Newtown and Central Wellington. They will need to travel regularly between these locations for teaching and research purposes. Moreover, staff and students also travel to Massey and Victoria universities, so the benefits we raise in this submission are likely to be multiplied across these three campuses.

Overall perspective

We would like to express our strong support to WCC to implement the proposed cycle network. Specifically, we strongly endorse the scope and ambition of the proposed cycle network and the rapid delivery timeline.

Office of the Dean and Head of Campus – University of Otago, Wellington

██
██
www.uow.otago.ac.nz

We have also made specific suggestions on expanding and altering the proposed approach to better consider the cycling needs of people with disabilities, women, children and people living in deprived circumstances.

Rationale for our support for the proposed cycle network:

- Our staff and students live and work in Poneke Wellington- we are proud Wellingtonians. We support the intent of providing better provision for cycling, which is to create a people-focused, liveable city which is attractive and desirable to both live in and visit.
- The network is an effective way to increase cycling. Local and international research consistently shows that high quality cycling infrastructure increases cycling.¹ For example, our ACTIVE study of cycleways built in two model communities (Hastings and New Plymouth) showed that having convenient cycleways nearby encouraged people to cycle, reduced carbon emissions, increases active travel for Māori and has a high benefit cost ratio.²⁻⁶
- The network is aligned with the values of people who live in the city. Collectively, the people of Wellington have consistently indicated strong support for reducing greenhouse gas emissions, improving cycling and creating a dynamic and liveable city. This network represents leadership and concrete action towards achieving these goals. For example, research from this campus shows that people who cycle for transport in NZ emit up to 15% less transport greenhouse gas emissions.⁷
- This network will improve the physical and mental health of Wellingtonians through improved air pollution, increased physical activity, reduced injury and reduced noise pollution.⁸⁻¹⁰ As a health science campus we are particularly supportive of actions to improve population health.
- Healthcare-related greenhouse gas emissions are around 4-5% of national emissions.¹¹ One of the key approaches to reducing these emissions is to prevent people from needing healthcare¹²- this cycle network will contribute to reducing the burden of healthcare emissions.
- Cycling and scootering are a cheap way to travel. If this network is placed in areas of high need and supported with other policies to encourage cycling, then it has the potential to reduce existing transport inequities related to access and expenditure.
- The connections between Newtown and central Wellington will provide our 1300 staff and students with the ability to move between separate campus buildings to undertake their work and study quickly, cheaply, and safely, while emitting little or no greenhouse gas emissions.
- The University of Otago is committed to net zero carbon emissions by 2030, through a combination of reductions and offsetting. Staff commuting through private vehicles represents around 4% of University emissions.¹³ This cycling network links to the suburbs where many of our staff live and will assist us in achieving our emissions goals. In the absence of this network it would be extremely difficult for the University to reduce travel emissions. We appreciate the Council's leadership in developing the network of cycling infrastructure, which helps to make active behaviour which promotes health and wellbeing, an easier, more convenient option.

We recommend the following specific improvements to the proposed network:

- Planning and implementation of the network is done in partnership with people with disabilities. There are specific issues related to ensuring continued access to parking for people who can only use cars and design features such as wide cycleways that may be needed for those who can cycle but might need modified bikes (e.g. adult tricycles).
- Gender analysis is done on the proposed network. Women are much less likely to cycle than men in Wellington.¹⁴ Failing to consider the needs of women in the design and implementation will be a significant missed opportunity. Local research has identified a range of specific requirements for women (many are similar to needs of people with disabilities and children).^{15,16} These include end-to-end routes to places that women commonly travel, and cycle paths wide enough to accompany children. There are examples where the proposed network explicitly fails to consider the needs of women and relatively small alterations of the network would address these issues. For example:
 - leaving Kilbirnie Crescent off the planned routes. This contains the public pool used by most of the Eastern and Southern suburbs, a library, playing fields, playground, recreation centre and Plunket rooms. Not having a cycle route down this (wide) road is a major oversight (the shared route one street over with no safe crossings is not enough).
- The proposed network is mapped to areas of high deprivation (e.g. public housing) and routes within suburbs are expanded to incorporate them.
- An analysis of how the proposed routes work for schools and their contributing populations, particularly intermediate and high schools where children and young people have more mobility independence. Parents feeling there is no safe route to school is one of the key reasons children are not allowed to cycle.¹⁷ However, it is clear that the network will not provide safe cycling routes to schools for all schools around Wellington.

We recommend the following additional points:

- Further infrastructure to support cycling (and walking) will be needed – evidence suggests that around 150km high quality urban cycleways per 100000 people (so around 320km in Wellington) will lift cycling to around 20% of transport mode share.¹⁸ We would recommend that an ongoing programme to increase cycling infrastructure is embedded in Council planning for the next decade; with specific aims and objectives around access to quiet streets/low traffic neighbourhoods and arterial cycle routes within 100m of every location in Wellington.
- Successful transformation to high levels of cycling requires infrastructure. However, this alone is not sufficient, a culture change is also required.¹⁹ We recommend that WCC invest in a programme of ongoing ‘encouragement’ measures to promote cycling, such as ciclovias/open streets events, education and training programmes, promotional events and information provision and marketing.
- Finally, we suggest that the cycle network is given a specific name, reflecting the enduring importance it will have to our city.

In conclusion we strongly support the intent of the Paneke Pōneke - Bike network plan and we commend Council leadership in the development and upcoming implementation of it.

Yours sincerely



William Levack

Professor and Dean

University of Otago Wellington

Office of the Dean and Head of Campus – University of Otago, Wellington



www.uow.otago.ac.nz

References

1. Buehler R, Pucher J, eds. *Cycling for Sustainable Cities* Cambridge, MA.: The MIT Press; 2021.
2. Chapman R, Howden-Chapman P, Keall M, et al. Increasing active travel: aims, methods and baseline measures of a quasi-experimental study. *BMC Public Health*. 2014;14:935.
3. Keall M, Chapman R, Howden-Chapman P, Witten K, Abrahamse W, Woodward A. Increasing active travel: results of a quasi-experimental study of an intervention to encourage walking and cycling. *J Epidemiol Community Health*. 2015;69(12):1184-1190.
4. Keall M, Chapman R, Shaw C, Abrahamse W, Howden-Chapman P. Are people who already cycle and walk more responsive to an active travel intervention? *J Transp Health*. 2018;10:84-91.
5. Keall MD, Shaw C, Chapman R, Howden-Chapman P. Reductions in carbon dioxide emissions from an intervention to promote cycling and walking: A case study from New Zealand. *Transportation Research Part D: Transport and Environment*. 2018;65:687-696.
6. Chapman R, Keall M, Howden-Chapman P, et al. A Cost Benefit Analysis of an Active Travel Intervention with Health and Carbon Emission Reduction Benefits. *International Journal of Environmental Research and Public Health*. 2018;15(5).
7. Shaw C, Russell M, Keall M, et al. Beyond the bicycle: Seeing the context of the gender gap in cycling. *J Transp Health*. 2020;18:100871.
8. Shaw C, Randal E, Keall M, Woodward A. Health consequences of transport patterns in New Zealand's largest cities *New Zealand Medical Journal*. 2018;131(1472).
9. Randal E, Keall M, Shaw C, et al. Why New Zealand transport policy needs to encourage walking and cycling. In: Howden-Chapman P, Early L, Ombler J, eds. *Cities in New Zealand: Preferences, patterns and possibilities*. Wellington, New Zealand.: Steele Roberts Aotearoa; 2017:107-114.
10. Glazener A, Sanchez K, Ramani T, et al. Fourteen pathways between urban transportation and health: A conceptual model and literature review. *J Transp Health*. 2021;21:101070.
11. Healthcare sector committed to reducing carbon footprint [press release]. 9 February 2018.
12. MacNeill AJ, McGain F, Sherman JD. Planetary health care: a framework for sustainable health systems. *The Lancet Planetary Health*. 2021;5(2):e66-e68.
13. University of Otago. *Greenhouse Gas Inventory- 2019*. Dunedin: University of Otago;2020.
14. Shaw C, Russell M, van Sparrentak K, Merrett A, Clegg H. *Benchmarking cycling and walking in six New Zealand cities: Pilot study 2015*. Wellington: New Zealand Centre for Sustainable Cities;2016.
15. Russell M, Davies C, Wild K, Shaw C. Pedalling towards equity: Exploring women's cycling in a New Zealand city. *Journal of Transport Geography*. 2021;91:102987.
16. Wild K, Woodward A, Shaw C. Gender and the E-bike: Exploring the Role of Electric Bikes in Increasing Women's Access to Cycling and Physical Activity. *Active Travel Studies* 2021 1(1).
17. Badland H, Kearns R, Carroll P, et al. Development of a system models to visualise the complexity of children's independent mobility. *Children's Geographies*. 2015:1-10.

Office of the Dean and Head of Campus – University of Otago, Wellington

18. Mueller N, Rojas-Rueda D, Salmon M, et al. Health impact assessment of cycling network expansions in European cities. *Preventive Medicine*. 2018;109:62-70.
19. Heinen E, Handy S. Programs and policies promoting cycling. In: Buehler R, Pucher J, eds. *Cycling for Sustainable Cities* Cambridge, MA.: The MIT Press; 2021.

Feedback



NAME: Mark Johnston	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------------	------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

I think it is crucial that you enable safe cycling on Middleton Road. I frequently hear from local residents and a local councillor that the road is unsafe in its current condition. I have ridden this route myself and I agree. Opening up this section enab

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?	
AREA C: Do you think the network is on the right streets within this area?	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA D: Do you think the network is on the right streets within this area?	
No - I have a suggestion for using an alternative route	
Thinking about the proposed streets, what do you think we should consider?	It is unclear from the map whether Jervois Quay is included. If not then I believe it should be included. Fast cyclists and ebike riders are not a good mix with pedestrians and reduce the relaxed feeling of walking on the waterfront. Provide a cycle facil
What else should we consider when implementing the bike network in this area?	
AREA E: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	Newtown centre is not served under the current plan, please consider either extending the safe cycling provision or lower the speed limit to 30km/h and redesign roading features to narrow lanes, reduce crossing distances and make the road 'feel' slower. Please apply this treatment between hospital and zoo and east to the intersection of Daniell/Constable.
What else should we consider when implementing the bike network in this area?	Low Traffic Neighbourhoods could be implemented here on streets such as Rhodes and Harper Streets to facilitate accessing the network. Take a look at how simple street closures in Berhampore (e.g. Stanley/Duppa, Herald) might reduce rat-running traffic, m
AREA F: Do you think the network is on the right streets within this area?	
Yes	

Thinking about the proposed streets, what do you think we should consider?	Great to see a full route around the Bays. Love it!
What else should we consider when implementing the bike network in this area?	Low Traffic Neighbourhoods - Yule St and streets surround the Leonie Gill Pathway

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Positive
Living on a route	Positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Neutral
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Negative
People visiting Wellington	Very positive

Who else should we consider?	While the impact on sports clubs may be negative in the first instance it should become positive as more people arrive on bikes. Some assistance could be provided to help with behaviour change.
------------------------------	---

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

Implement quickly and respond to feedback as quickly as possible. Officers and councillors ride the route where possible to experience it first-hand

Feedback



NAME: John Beaglehole	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
---------------------------------	--------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Positive

Overall, do you support the proposed bike network plan?

Support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	In Karori, I would link to the bottom of the Makara Peak bike park, in South Karori Road. Rather than use the Main Road, which is very busy, I suggest that Friend St and connecting routes to the south might be a better option, and you could then reduce t
What else should we consider when implementing the bike network in this area?	Is there sufficient integration with Karori Normal School and Victoria University?

AREA D: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	I would add either Vivian Street or Ghuznee St, as connecting streets.
What else should we consider when implementing the bike network in this area?	Does the proposed network allow sufficient bike movement through as well as in the area?

AREA E: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	I think you need a loop up to Ashton Fitchett Drive, to link into the Polhill etc trails (many of which are used as part of a commute). In Brooklyn, I think you need a loop that runs along or close to the ridge -- perhaps use McKinley Crescent / Mornington Road, and then a link down to Britomart Street. Do you need a link that connects up to Russell Terrace and the National Hockey Stadium / playing fields at the southern end?
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

It is time to get a move on. The benefits of cycling for the cyclists are obvious, and the positive externalities for public transport and other road users (who really do need to use a vehicle) are

significant. I am concerned that a number of the proposed routes seem to use what are already major transport arteries. What are your plans to significantly reduce either the amount of traffic on those, or to provide traffic separation -- that is what makes cycling much safer, and that perception of safety is what will drive up cyclist numbers. As an experienced cyclist, I'm delighted to see routes like round the bays set aside for special treatment -- but another part of me wonders if they need much more than a 30 km/h speed limit and traffic calming measures, leaving you to focus on the areas where there will be more resistance from people who will lose on-street parking, and businesses who feel that their livelihood depends on being very accessible to those who come by car. In any case, please don't mess around. Get moving, go hard, and measure success by the length of bike lines built, nothing else. Certainly not consultations. Set ambitious targets and create accountabilities throughout council. Is there a chief cycling officer? Why not? So, press on -- and if you need to do course adjustments as you go, people will forgive. But doing nothing is really not an option.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Neutral
Driving vehicles	Neutral
Living on a route	Positive
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Don't know
Children travelling to school	Neutral
A school on a route	Neutral
A sportsground or club on a route	Positive
People visiting Wellington	Neutral

Who else should we consider?	Cycling commuters, people cycling for enjoyment.
------------------------------	--

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

If you have too many shared paths, you are inviting commuters and other cyclists moving at speed to ride on the road -- it is too dangerous to go quickly when there are people walking, particularly if they are young children or elderly. Think about making some roads PT / cycling / active transport / walking only, and keep others for cars and car parking. Mixing too many modes makes life hard when you're a cyclist. And concentrate on slowing traffic speeds down. Roads feel so much safer when traffic is doing 30 or less.

Feedback



NAME: Cathy Blakely	SUBURB: Vogeltown	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------------	-----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	More bike racks on buses on these routes (hilly, to encourage access)
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	there can be really heavy traffic on Tory and Taranaki Streets and Tory in particular is quite narrow between Mt Cook school and the corner of Courtney/Tory
What else should we consider when implementing the bike network in this area?	People speed and drive really badly around Moore Wilsons and crossing the motorway traffic (Vivian St) can be hard

AREA E: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	Using McCalister Park and Liardet Streets, then over onto Wright Street - if people come off Adelaide Road just after Berhampore shops, and zip across the two bits of McCalister park, it's pretty quiet on Liardet St (although steep, and Hutchison Rd is pretty windy!)
What else should we consider when implementing the bike network in this area?	I bike between Berhampore and town most days. There are pinch points at each intersection and most drivers are unaware of what 'taking the lane' is, and tend to speed up and pass or toot. Taking out some carparks, changing light signals (to let bikes go

AREA F: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

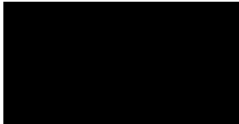
Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	
Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	
	Rubbish trucks, commercial vehicles, taxis etc

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

Clear signage, regular updates to all affected people about what is proposed, for how long and what's been learned, and is going to happen. Asking those using the 'interim solutions' for feedback. Observing what happens to the interim solutions (eg: with the Brooklyn bike lane, drivers took out heaps of the poles separating the lane from the main part of the road - and some of these seemed to be swiped on purpose (from their position on the road)



Feedback

NAME: Kate Zwartz	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-----------------------------	----------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	Protected lanes. Consider bikes on the right or cars where traffic is turning left. Two way bike traffic. Maintain bus stop access.
What else should we consider when implementing the bike network in this area?	Parking is not a right, it's a privilege. Transport on a clean, slow cycle is better for the environment than a carpark.

AREA E: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	Through Newtown shops up Riddiford Street (not up Adelaide Road).
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Don't know
Riding bikes	Very positive
Using scooters/skateboards etc.	Don't know
Driving vehicles	Positive
Living on a route	Positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Don't know
Children travelling to school	Don't know
A school on a route	Don't know
A sportsground or club on a route	Don't know

People visiting Wellington

Don't know

Who else should we consider?

See attached files, scheme for central lane without affecting parking or bus stops.

How important is it to get the bike network installed as quickly as possible?

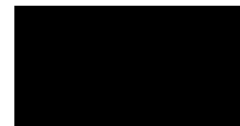
Very important

What should we consider when putting in interim solutions?

Clear information before implementation. Offer alternative sites for carparkers.



Feedback



NAME: Mitchell Smith	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
--------------------------------	----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	Overall this is extremely positive but I noticed there is no safe way into the suburbs of rosenearth or Hataitai within this plan. It's great that what is SH1 near the tunnel might be a bike path by 2040 but with the completion of the paths around Evans ba
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Neutral
Using public transport	Neutral
Riding bikes	Positive
Using scooters/skateboards etc.	Neutral
Driving vehicles	Positive
Living on a route	Positive
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Neutral
Children travelling to school	Neutral

A school on a route	Positive
A sportsground or club on a route	Positive
People visiting Wellington	Positive
Who else should we consider?	

How important is it to get the bike network installed as quickly as possible?
Very important
What should we consider when putting in interim solutions?
Be prepared to learn and iterate quickly on proposed routes and take advantage of the low cost, temporary infrastructure.

Feedback



NAME: Corwin Newall	SUBURB: Tawa	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------------	------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

Takapu Road to Westchester Dr and then up to Jville are SO important. They are basically the only thing stopping a cyclist from off-roading from Peka Peka to Wellington Airport. It's the most dangerous part of the whole Kapiti-Wellington route. I'm a bill

What else should we consider when implementing the bike network in this area?

Hurry up, as - the planet is dying - I really want to be able to walk safely to Jville from Tawa without going up to Horokiwi Rd and down through Grenada

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Positive
Using public transport	Don't know
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Neutral
Living on a route	Very positive
Working/owning a business on a route	Very positive

Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Positive
People visiting Wellington	Very positive
Who else should we consider?	
	<p>People walking the length of the country as fast possible will save heaps of time.</p> <p>Middleton Road is a beautiful road it's just dangerous. It could be signposted with historic info. Lots of beautiful greenery</p>

How important is it to get the bike network installed as quickly as possible?	
	Very important
What should we consider when putting in interim solutions?	
	<p>Just do it. Build it and we will come. Tawa to Jville is such a big deal for reluctant Porirua commuter cyclists. Advertise the heck out of it. I want to see children biking it. Right now I only see hardy adults, generally mamils, using the route.</p>

Feedback



NAME: Simon	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-----------------------	--------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

Important to get separated lanes in this area as a connector of the western suburbs.

AREA C: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?

Raroa Road, Upland Road, Glenmore Street, Chaytor Street and Karori Road are all important. Definitely do these. Also consider doing Campbell Street. Within Karori look at doing filtered permeability between Beauchamp Street and Birdwood Street, south of

What else should we consider when implementing the bike network in this area?

On Glenmore Street, when you do the waterfront to the gardens via Bowen, take that lane as far as the start of the Glenmore Street buslane. Deliver it using tactical materials ASAP. There are nasty pinch points on Glenmore just past the gardens that are a

AREA D: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?

Looks like Cuba Street should be added to this.

What else should we consider when implementing the bike network in this area?

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

Needs to be done fast. Use a tactical approach to deliver as quickly as possible. Emphasise how this is good for people that drive too and good for businesses. Bring safe infrastructure to the western suburbs ASAP, Glenmore Street and Chaytor Street are very dangerous right now. Prioritise fixes there.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	
	School children - way too many cars around schools at dropoff and pickup times. Use these changes to move dropoff and pickup zones away from schools.

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

Design is still important, temporary materials need not look cheap. Emphasise to detractors that safe bike routes are being installed but they can contribute to some details of how they look and operate. Don't let disputes over parking delay implementation. People on bikes stop and shop more often.

Feedback



NAME: Jill Ford	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
---------------------------	----------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?

Needs to be a safe crossing when coming off the water front to the Railway station currently cyclists end up on the pavement

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

Making the cycle 'path' in Vivian st safe and carry through to Brooklyn Hill. Currently its very dangerous. Also have cycling allowed on shared path on from Cuba to Willis st.

What else should we consider when implementing the bike network in this area?

AREA E: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?

Dangerous having a counterflow in Wilson st. 1. Cyclists going into CBD wont use it already go down Mein st. 2. Push cyclists out into traffic in front of a bus stop. 3. Then have to get across the road into congested traffic . 4. Needs to go from Wilson to Daniel and then Mein st as cyclists already do. You are going to cause a heap of issues and residents complaints for little gain. Need to take parking OUT of Mein st from Daniel st to Rintoul st.

What else should we consider when implementing the bike network in this area?

Need cycle lane up Constable st on the LHS as you go up. Remove parking in Newtown shopping and make it bus, walk and cycle only. There are alternative routes. Create 'slow streets' where people cant cut through on some of the residential streets. Fi

AREA F: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?

Having a route round the bays is fine but not great in a strong wind which is often in Wgtn. So means unless you have an Ebike or are a strong cyclist its really hard in one direction!! Need a two way

What else should we consider when implementing the bike network in this area?

cycle lane through HAITAITAI, most residents have p
 Where people actually already cycle rather than what's 'easiest' to do that may then not achieve the outcomes you want

Overall, what do you think we should consider when implementing the proposed network?

You are just going to have to remove a lot of off street parking (this includes the CBD and streets like Glenmore st) as well as increase rates for private car parks in office building, increase number of residents only (whole of Newtown), increase cost for residents parking so it better reflects real cost and install more dedicated bus lanes, as well as bike lanes. So it's more convenient, cheaper and easier to use PT or AT than drive.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Very positive
Riding bikes	Don't know
Using scooters/skateboards etc.	Neutral
Driving vehicles	Positive
Living on a route	Positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	Commuters, residents

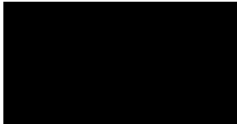
How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

What can be done quickly and easily changes if it doesn't work BUT needs to stay in for long enough (1 year) for people to adjust. Need to provide some interim parking solutions for retail / hospo, in some suburbs. Surveys of retail / hospo customers in places like Newtown to see how many actually drive!!!

Feedback



NAME: Peter Stevens	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------------	-----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Yes	
Thinking about the proposed streets, what do you think we should consider?	Get on and do the build fast (like Seville did)
What else should we consider when implementing the bike network in this area?	Get on and do the build fast (like Seville did)

Overall, what do you think we should consider when implementing the proposed network?

Get on and do the build fast (like Seville did)

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Neutral
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

Risk of not driving change fast ... and thus building progressive negativity.

Feedback



NAME: Caroline Vincent	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
----------------------------------	----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	I bike commute from Brooklyn to Karori often in counterflow to main traffic (shift worker). The network as planned would mean I had a safe connected network from 1km from my house (Mitchell st) the entire rest of my commute. I'm thrilled. Raroa cresc and
What else should we consider when implementing the bike network in this area?	Ease of children and teenagers to get to school. I see a lot of car traffic at school pick up/drop off times.

AREA D: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	There is a huge % of people who drop kids at school in owhiro bay and then bike to work. These routes are the most direct. I think the uphill are more important than the downhills as long as people know to avoid the door zones and that drivers are aware of why cyclists would be doing that.
What else should we consider when implementing the bike network in this area?	Education about why it's good to take the lane to avoid dooring, and why people will take the lane especially going downhill. I generally bike at 40+km/hr down happy valley road and still have cars and trucks dangerously overtake. I think it may be worth

AREA F: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	I usually use this section for recreational or shopping purposes. The proposed streets cover all the routes I usually use.
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

--

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Positive
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Don't know
Children travelling to school	Positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	Shift workers who are not well serviced by current public transport options.

How important is it to get the bike network installed as quickly as possible?	
Very important	
What should we consider when putting in interim solutions?	
People will take time to get used to not having free parking available where they have been used to it. They will want solutions to that issue. They will probably be angry towards people on bikes and I'm worried about that. I am excited that hopefully more people will be riding bikes though.	

Feedback



NAME: John Galvin	SUBURB: Ngaio	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-----------------------------	-------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

Presume the cars & cycles will be separated.

Can walkers and cyclists be kept separate?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
 What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
 What else should we consider when implementing the bike network in this area?

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
 What else should we consider when implementing the bike network in this area?

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
 What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

--

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Positive
Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Very positive
Children travelling to school	Positive
A school on a route	Positive
A sportsground or club on a route	Positive
People visiting Wellington	Very positive

Who else should we consider?

--

How important is it to get the bike network installed as quickly as possible?

Important

What should we consider when putting in interim solutions?

Avoid temporary solutions that require cyclists to cross one side of the road to another and back etc

Feedback



NAME: Kerry Parker	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
------------------------------	------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA D: Do you think the network is on the right streets within this area?	
Not sure	
Thinking about the proposed streets, what do you think we should consider?	It isn't so much which streets as 'how are cyclists protected from traffic, and how easy is it for people on bikes to cross traffic safely and get to their destination? How relaxing is it for getting around... etc.
What else should we consider when implementing the bike network in this area?	There is a wide variety of people cycling - some on e-bikes going quite fast, some cruising about a bit.. the cycle lanes need to be wide enough to accomodate this. Also see my comment in q9.
AREA E: Do you think the network is on the right streets within this area?	
Not sure	
Thinking about the proposed streets, what do you think we should consider?	The route through Newtown is probably a lot slower for cyclist. Currently it is a conjested and difficult route for cyclists - there would have to be a lot of changes along this route to make it an attractive alternative to Adelaide Road (e.g. bikes can filter through a traffic lights on the left, protected lanes, easy right turns near Constable Road etc)
What else should we consider when implementing the bike network in this area?	Remember the range of people accessing the hospital and large amounts of people doing sport at Wakefield Park.
AREA F: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	The many cyclists who cycle in big groups around the peninsula, in addition families with small children doing parts of the route.
What else should we consider when implementing the bike network in this area?	
Overall, what do you think we should consider when implementing the proposed network?	

We should use cheap, 'temporary' solutions to build people's trust in a safe cycle network rather than build a few state of the art sections which are not connected. Every part of a route should be efficient and safe - so no really dodgy right turns across traffic or places where the only safe solution is to dismount.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Positive
Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

First priority is safety for people on bikes and on foot. Then we should consider what will encourage more people to enjoy not having to travel in a motor vehicle, making being on a bike or on foot more pleasant.

Feedback



NAME: Andrew Bartlett	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
---------------------------------	---------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Not sure

Thinking about the proposed streets, what do you think we should consider?

Getting Middleton Rd right will be critical. This is the final link to allowing protected cycling from as far as Kapati.

What else should we consider when implementing the bike network in this area?

The crossing at the bottom of Ngauranga Gorge is really important to get right. Currently a large and intimidating set of mutli-direction roads and lights.

AREA B: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

The intersection at the bottom of Mulgrave St, Thorndon Quay and the bus interchange will be important to do carefully, to ensure it is safe.

What else should we consider when implementing the bike network in this area?	It seems odd that Wadestown rd and blackbridge rd are not included, to link the two loops. I don't ride this area often so I don't know how much it would matter, but it seems odd.
AREA C: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	The nightmare, even for a driver, intersections on Chator st need to be carefully re-evaluated.
What else should we consider when implementing the bike network in this area?	
AREA D: Do you think the network is on the right streets within this area?	
No - I have a suggestion for using an alternative route	
Thinking about the proposed streets, what do you think we should consider?	Bunny St really needs to be done well, this is total chaos at the moment and it is really hard/slow to get over to the waterfront.
What else should we consider when implementing the bike network in this area?	There is a missing link between Willis St and the waterfront via the city to sea bridge. Mercer St is very popular with cyclists and along with the city-to-sea bridge is not included. Likewise Lower cuba and the link to the waterfront is not included
AREA E: Do you think the network is on the right streets within this area?	
No - I have a suggestion for using an alternative route	
Thinking about the proposed streets, what do you think we should consider?	Ohiro Rd is one of the most scary cycle routes in Wellington, while also having the least reason it needs to be - it doesn't have a lot of parking but the trucks are really scary.
What else should we consider when implementing the bike network in this area?	An additional route (particularly to schools) should go via the town belt from the Dee St Roundabout to Russel Tce and along the non-residential side of that road, and down to Newtown. There should be a route along the back of the hospital.
AREA F: Do you think the network is on the right streets within this area?	
No - I have a suggestion for using an alternative route	

Thinking about the proposed streets, what do you think we should consider?

Consider closing off some of the side streets on Broadway and getting an early cycle lane on Broadway opposite Crawford Green where few park anyway.

What else should we consider when implementing the bike network in this area?

There should be additionally a cycle route on the loop around Miramar Central School via Brussles St, Para St and Tianau Rd. This would avoid the tricky bit of Park Rd and Miramar Ave, while being an easy win as these are either very wide (Miramar Ave)

Overall, what do you think we should consider when implementing the proposed network?

It is awesome to see such an extensive network proposed, and the new approach to deployment gives me hope that we might see it built. This will be a great improvement, and while I know it will be a shock to some, so I'm sure it will be a shock how many folks start to ride! This network will make my ride to work safer, and even at this limited extent, make the bike ride with my children to school much, much safer. The key to success here will be to, as soon as this is agreed, to identify the maintenance schedule for each and every road involved, so that the detailed design and consultation can start with sufficient notice. Furthermore, a set of template solutions needs to be agreed up-front so that there is a reasonable place to start, from the position that there will be a bike facility, and that this is our standard option. There will be consultation fatigue, particularly if this is not managed carefully. It would be most unfortunate if roads with cycle plans are again resurfaced and have new curb and channel laid as-was because the detailed consultation hadn't been completed yet. So plan as much as possible once and get this signed off, but also put the obligation on the road renewals team to provide time for this to happen and not just barge on ahead with another like-for-like renewal. In Canberra I was told once that a cycle lane is added by policy to major roads as part of any resurfacing. I realise our traffic resolution process makes things more difficult, but we should move in that direction.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Neutral
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Neutral
Living on a route	Positive
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Positive
People visiting Wellington	Very positive

Who else should we consider?

Be very hesitant against providing parking offsets at great cost to offset those carparks 'lost'. Instead focus on loading zones and areas for contractors than long-term resident or unrestricted parking. And make this the starting point, not the fini

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

Please choose a variety of visually attractive interim solution tools so it is not just a city of hit sticks or 'crocodiles', Mark well the bike lanes with paint also (fresh Kermit) and be much more prepared to loose parking to ensure safety for both cyclists and motorists. Don't rebuild the kerb to save parking. Often the ideal re-design will have the cycle lane straddle the current curb, but just minimise the road lanes and remove the parking lane in these cases: we can't afford 147km of new kerbing.

Feedback



NAME: Neil Deans	SUBURB: Khandallah	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
----------------------------	------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Positive

Overall, do you support the proposed bike network plan?

Support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

Roundabouts on Middleton and especially through Johnsonville are very dangerous for cyclists. These should be avoided or their safety improved. Cycling through Johnsonville has not been helped by recent changes to the bus network.

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?

Onslow/Cashmere Ave is intrinsically unsafe for cyclists given traffic use and

	an alternative is currently available in the Bridle Track which is used but could be improved at a fraction of the cost. Burma Rd needs to be improved for both commuter and sc
What else should we consider when implementing the bike network in this area?	

AREA C: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	Concerned about the Upland Rd, Raroa, and Glenmore area, which is intrinsically unsafe for cyclists.
--	--

What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	A number of changes; depending on how the current vehicle traffic on major arterial routes would be accommodated. See attached information.
--	---

What else should we consider when implementing the bike network in this area?

AREA E: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	Tasman St is safer and easier than lower Adelaide Rd. See attached.
--	---

What else should we consider when implementing the bike network in this area?

AREA F: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

See attached: Comments on proposed cycle ways General comments • As a suburban resident but working in the CBD and choosing to cycle 14km to and from work most days, these cycleways and principles are supported in general. • As much as possible, cycleways should be linked up. Many existing cycle routes are incomplete. Whilst some are excellent along part of their route, when they reach, for example, the CBD or an intersection, they suddenly

disappear and the cyclists have to take their chances. This is not a recipe likely to result in many cyclists being comfortable to use nominal cycling routes which don't link up. • The proposal needs to recognise that different groups/purposes of cyclists have different needs, eg commuters, kids cycling to school, parents taking kids to the shops, or weekend recreational cyclists around the coast or seeking exercise. • As much as possible, these routes should be safe enough for children to cycle to their nearest school. The needs of adults commuting by cycle are inherently different to children accessing school so this will need careful thought in some key areas, such as in Johnsonville along Burma Rd and Moorefield Ave to Onslow College. Partly this is about timing of cycle use, but also about recognising different behaviours and expectations of those cyclists. • Cyclists, pedestrians, motorists and bus drivers need to be clear on what is expected of them. Cyclists usually have to ride visibly and reasonably assertively. Most cyclists operate consistently and many motorists know what to expect, but some cyclists either behave inconsistently or dangerously, partly because there are no specific expectations, or no consequences of poor behaviour. Buses are especially a hazard for cyclists and vice versa. Most bus drivers are very tolerant and consistent around cyclists (despite the latter's sometime inconsistency). Clarity of expectation and good information is critical (for example on whether or not cyclists can ride in bus lanes, which should be avoided). • Cycles and buses make uneasy fellow travellers. Where routes propose both, as much as possible they should be separated by lanes, with cyclists avoiding cycle/car lanes and buses not going into cycle/vehicle lanes. Ideally all three are separated. Some current proposed routes would have cyclists traversing current bus-only lanes (eg Willis St Southbound). Similarly, the proposed southern part of Willis St is presently one way northbound and would be hard to traverse by southbound cyclists. • Planning needs to recognise future needs of cycle/pedestrian linkages and ensure that transport corridors are wide enough to safely accommodate all needs. E-bikes mean that cycling is now more available for a greater range of citizens. The biggest impediment now to more taking up cycling is safety and the inconvenience of poor routes. •

Approaches of cycleways to transact intersections need general improvement, especially to avoid roundabouts which are intrinsically unsafe for cyclists, especially those turning right. Commuting cyclists prefer to avoid intersections which are either risky or cause delays (especially if these mean they have to get off and cross as pedestrians). Similarly, access routes for vehicles crossing cycleways are intrinsically risk areas which should be minimised. •

The other risk is that some cycleways traverse one side of the road only (eg along the Hutt Rd), meaning cyclists travelling in the opposite direction need to cross both lines of traffic to access the cycleway. If this is essential, there need to be safe ways of doing this which both cyclists and motorists expect. •

Cycleways need to be adequately maintained. There has been a nominal cycleway along the Hutt Motorway for 40 years which is unusable due to glass, gravel and rubbish. Specific comments on locations • In Khandallah, the safest existing cycle route from Johnsonville through to the Kaiwharawhara intersection is via the Bridle Track (ie via Iazard, Jubilee and Nicholson Rds), which is more direct, has far less vehicle traffic and would be safer and easier than using Cashmere Ave/Onslow Rd. This route could be improved and made safer for pedestrians and cyclists at a fraction of the cost and future frustration for motorists of the Cashmere Ave proposal. • The proposed route from Tawa to Johnsonville follows the most logical line, but will have to be carefully developed to avoid vehicle/cycle congestion, especially those cycling uphill. It is particularly risky for cyclists at the roundabouts, particularly in accessing Johnsonville. • Some cyclists will use Cockayne Rd to access Ngaio Gorge, but this route may be adequate at present. • More cross city links should be provided. For example, for those heading north from the CBD, the current safest and most utilised cycle route is along Lambton Quay, turning on to Stout St through to Thorndon Quay. Similarly, Hill St should be connected right through to Mulgrave St. Also, Boulcott Street needs to link the Terrace to Willis St. • The proposed cycle route from the Botanic Gardens to the waterfront along Tinakori, Bowen and Whitmore is on the most used vehicular route between those points.

This appears to be exacerbating an existing high traffic flow problem. • Taranaki St is currently risky for cyclists and should have a dedicated cycle route. • If travelling from the CBD towards the Hospital is far safer to go up Tasman St rather than turning off to negotiate the Basin Reserve and the lower Adelaide Rd, which is inherently unsafe. • Both Courtenay St and Kent Terrace are nominal cycle routes but are currently dangerous given current traffic levels, unless there is a dedicated and utilised cycle way. Insufficient thought has been given to how cyclists would safely negotiate the Basin Reserve and its various traffic intersections. •

Given current traffic levels the proposed route from the Basin Reserve via the Tunnel to Ruahine St and linking to the Evans Bay Parade seems inherently risky for cyclists without a dedicated cycle way. • All the coastal routes are supported, but in many areas around the coast, there are many areas where the road narrows and cyclists cause vehicle traffic congestion and sometimes frustration. These need to be fixed as much as possible. • The nominal western route from Khandallah to Aro Valley is supported, but there are some tricky sections to negotiate with traffic and some key and challenging multiple intersections, such as northbound from Raroa Rd to Curtis St. It is difficult to know how much this will be used given its hilly nature. Neil Deans (ph 0274 394 381)

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Neutral
Using public transport	Neutral
Riding bikes	Positive
Using scooters/skateboards etc.	Don't know
Driving vehicles	Neutral
Living on a route	Positive
Working/owning a business on a route	Neutral
Living with mobility or accessibility issues	Don't know
Children travelling to school	Don't know
A school on a route	Positive
A sportsground or club on a route	Neutral
People visiting Wellington	Don't know
Who else should we consider?	
	As with all things, the devil is in the detail. Done well, this will improve the situation and increase both the use and safety of cycling. Done poorly, it will exacerbate existing problems and may reduce the numbers cycling and increase frustrations of

How important is it to get the bike network installed as quickly as possible?
Very important
What should we consider when putting in interim solutions?
Safety. Be prepared to trial things, but be cognizant of the effects on others.

Comments on proposed cycle ways

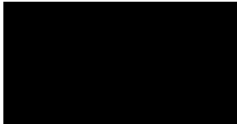
General comments

- As a suburban resident but working in the CBD and choosing to cycle 14km to and from work most days, these **cycleways and principles are supported in general**.
- As much as possible, **cycleways should be linked up**. Many existing cycle routes are incomplete. Whilst some are excellent along part of their route, when they reach, for example, the CBD or an intersection, they suddenly disappear and the cyclists have to take their chances. This is not a recipe likely to result in many cyclists being comfortable to use nominal cycling routes which don't link up.
- The proposal needs to recognise that different groups/purposes of cyclists have different needs, eg commuters, kids cycling to school, parents taking kids to the shops, or weekend recreational cyclists around the coast or seeking exercise.
- As much as possible, these routes should be safe enough for **children to cycle to their nearest school**. The needs of adults commuting by cycle are inherently different to children accessing school so this will need careful thought in some key areas, such as in Johnsonville along Burma Rd and Moorefield Ave to Onslow College. Partly this is about timing of cycle use, but also about recognising different behaviours and expectations of those cyclists.
- Cyclists, pedestrians, motorists and bus drivers need to be clear on **what is expected** of them. Cyclists usually have to ride visibly and reasonably assertively. Most cyclists operate consistently and many motorists know what to expect, but some cyclists either behave inconsistently or dangerously, partly because there are no specific expectations, or no consequences of poor behaviour. Buses are especially a hazard for cyclists and vice versa. Most bus drivers are very tolerant and consistent around cyclists (despite the latter's sometime inconsistency). Clarity of expectation and good information is critical (for example on whether or not cyclists can ride in bus lanes, which should be avoided).
- **Cycles and buses** make uneasy fellow travellers. Where routes propose both, as much as possible they should be separated by lanes, with cyclists avoiding cycle/car lanes and buses not going into cycle/vehicle lanes. Ideally all three are separated. Some current proposed routes would have cyclists traversing current bus-only lanes (eg Willis St Southbound). Similarly, the proposed southern part of Willis St is presently one way northbound and would be hard to traverse by southbound cyclists.
- **Planning** needs to recognise future needs of cycle/pedestrian linkages and ensure that transport corridors are wide enough to safely accommodate all needs. E-bikes mean that cycling is now more available for a greater range of citizens. The biggest impediment now to more taking up cycling is safety and the inconvenience of poor routes.
- Approaches of cycleways to **transact intersections** need general improvement, especially to avoid roundabouts which are intrinsically unsafe for cyclists, especially those turning right. Commuting cyclists prefer to avoid intersections which are either risky or cause delays (especially if these mean they have to get off and cross as pedestrians). Similarly, **access routes for vehicles crossing cycleways** are intrinsically risk areas which should be minimised.
- The other risk is that some **cycleways traverse one side of the road** only (eg along the Hutt Rd), meaning cyclists travelling in the opposite direction need to cross both lines of traffic to access the cycleway. If this is essential, there need to be safe ways of doing this which both cyclists and motorists expect.
- Cycleways need to be **adequately maintained**. There has been a nominal cycleway along the Hutt Motorway for 40 years which is unusable due to glass, gravel and rubbish.

Specific comments on locations

- In **Khandallah**, the safest existing cycle route from Johnsonville through to the Kaiwharawhara intersection is via the **Bridle Track** (ie via Iazard, Jubilee and Nicholson Rds), which is more direct, has far less vehicle traffic and would be safer and easier than using Cashmere Ave/Onslow Rd. This route could be improved and made safer for pedestrians and cyclists at a fraction of the cost and future frustration for motorists of the Cashmere Ave proposal.
- The proposed route from **Tawa to Johnsonville** follows the most logical line, but will have to be carefully developed to avoid vehicle/cycle congestion, especially those cycling uphill. It is particularly risky for cyclists at the **roundabouts**, particularly in accessing Johnsonville.
- Some cyclists will use **Cockayne Rd** to access Ngaio Gorge, but this route may be adequate at present.
- **More cross city links** should be provided. For example, for those heading north from the CBD, the current safest and most utilised cycle route is along Lambton Quay, turning on to Stout St through to Thorndon Quay. Similarly, Hill St should be connected right through to Mulgrave St. Also, Boulcott Street needs to link the Terrace to Willis St.
- The proposed cycle route from the **Botanic Gardens to the waterfront** along Tinakori, Bowen and Whitmore is on the most used vehicular route between those points. This appears to be exacerbating an existing high traffic flow problem.
- **Taranaki St** is currently risky for cyclists and should have a dedicated cycle route.
- If travelling from the **CBD towards the Hospital** is far safer to go up **Tasman St** rather than turning off to negotiate the Basin Reserve and the lower Adelaide Rd, which is inherently unsafe.
- Both **Courtenay St and Kent Terrace** are nominal cycle routes but are currently dangerous given current traffic levels, unless there is a dedicated and utilised cycle way. Insufficient thought has been given to how cyclists would safely negotiate the Basin Reserve and its various traffic intersections.
- Given current traffic levels the proposed route from the **Basin Reserve** via the Tunnel to Ruahine St and linking to the Evans Bay Parade seems inherently risky for cyclists without a dedicated cycle way.
- All the **coastal routes** are supported, but in many areas around the coast, there are many areas where the road narrows and cyclists cause vehicle traffic congestion and sometimes frustration. These need to be fixed as much as possible.
- The nominal western route from **Khandallah to Aro Valley** is supported, but there are some tricky sections to negotiate with traffic and some key and challenging multiple intersections, such as northbound from Raroa Rd to Curtis St. It is difficult to know how much this will be used given its hilly nature.

Feedback



NAME: Joey Sauer	SUBURB: Mount Victoria	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
----------------------------	----------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	Majoribanks Street, currently a lot of residents and mountain bikers use this road to connect with Mount Victoria's bike paths. Every day I see lots of bikes perilously chugging uphill squeezed inbetween parked cars with cars and buses roaring up behind t
What else should we consider when implementing the bike network in this area?	Currently this street, particularly going uphill, is dangerous and stressful for cyclists. It is busy because it connects to Mount Victoria's mountain bike reserves and a lot of residents cycle to work from here because of its proximity to the CBD.

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Please do not build segments in isolation, such as the Island Bay cycleway which, while a lovely ride, connects to nothing. I think the negative feedback in Island Bay is entirely overblown by car-obsessed motorists who are unfamiliar with how common practice the current set-up is in overseas, more progressive and developed countries.

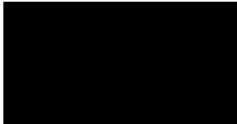
Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Very positive

Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Very positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive

Who else should we consider?	I recently saw an issue raised about how women on bikes are forced to stop at red lights for long periods of time and, especially at night, can feel vulnerable standing alone on a street with their bike. That's why it's so important for cycleways to connect
-------------------------------------	--

How important is it to get the bike network installed as quickly as possible?
Very important
What should we consider when putting in interim solutions?
Ensuring there is proper segregation from motor vehicles and bicycles is important. Wellington is currently a very scary place where cyclists are forced to share lanes with double decker buses and large trucks, not to mention unsafe drivers passing too close and being squeezed next to parked cars. Segregation is key.



Feedback

NAME: Lane McLeod	SUBURB: Aro Valley	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-----------------------------	------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Yes	
Thinking about the proposed streets, what do you think we should consider?	That we make it accessible to cycle everywhere in the city and keep in mind that this network doesn't go everywhere in the city so need to think about how we make people comfortable to bike to work, if their work is one or two blocks away from one of the
What else should we consider when implementing the bike network in this area?	intersections primarily centre around cars so there may need to be different ways to consider how intersections can safely cater to cycling, especially when it comes to turning

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Ensuring that the paths are protected and ensuring that we don't opt for cheap options of paint on the road separating from traffic, as that is not a degree of safety that will protect cyclists, nor will it encourage people to cycle.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive

Driving vehicles	Neutral
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	
	How this is accessible for people across socioeconomic lines

How important is it to get the bike network installed as quickly as possible?
Very important
What should we consider when putting in interim solutions?
That the interim solutions have clear separation boundaries from traffic to encourage people to uptake the network usage as soon as possible, not just painted lines on the road. Making the interim solutions as safe as possible will make them more used and will show the need to invest money into making the permanent solutions the best they can be

Feedback



NAME: Sophia Newsome	SUBURB: Other - Hutt Valley	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
--------------------------------	---------------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Yes	
Thinking about the proposed streets, what do you think we should consider?	Popular streets be car free where possible, more bus lanes.
What else should we consider when implementing the bike network in this area?	Prioritise the safety and accessibility of the cyclists.

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Doing as much as possible to enable the use of public transport, and implement this as fast as possible. Prevent as much emissions as possible.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Positive
Riding bikes	Positive
Using scooters/skateboards etc.	Positive
Driving vehicles	Don't know
Living on a route	Neutral
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Positive
A school on a route	Positive
A sportsground or club on a route	Positive
People visiting Wellington	Very positive

Who else should we consider?

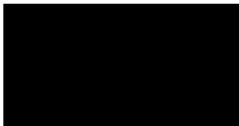
**Get this kaupapa going as fast as possible!!!!!!
Climate crisis cannot wait.**

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

Making it as green as possible! Plenty of trees. Low carbon concrete should be used.



Feedback

NAME: Daniel Spector	SUBURB: Highbury	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
--------------------------------	----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Neither agree nor disagree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Positive

Overall, do you support the proposed bike network plan?

Neutral

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Consider that there are other vehicles than bicycles and scooters that might use these spaces, such as adult tricycles, wheelchairs and other personal mobility devices.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very negative
Using public transport	Neutral
Riding bikes	Very positive
Using scooters/skateboards etc.	Positive
Driving vehicles	Negative
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Negative
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Neutral

Who else should we consider?

Different economic brackets. Wellington tends to disadvantage the poor in all things. Poor people have less time in their lives, and so better cycling options may not benefit them at all.

How important is it to get the bike network installed as quickly as possible?

Important

What should we consider when putting in interim solutions?

Always consider the many forms of disability in our communities today- from wheelchair drivers to people who just can't ride bicycles or get across a street in 10 seconds.

Feedback



NAME: George Hickmott	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
---------------------------------	--------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Don't know

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	I think you should also add birdwood street to the Karori section. This road is used by a very large amount of cars, bikes, pedestrians. Currently bikers and cars have to share the very narrow road, or bikers and pedestrians have to share the very narrow
What else should we consider when implementing the bike network in this area?	See above.

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Very positive
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Neutral
Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive

A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	

How important is it to get the bike network installed as quickly as possible?
Very important
What should we consider when putting in interim solutions?

Feedback



NAME: Joey Shannon	SUBURB: Roseneath	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
------------------------------	-----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Positive

Overall, do you support the proposed bike network plan?

Support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?	
AREA C: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA D: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA E: Do you think the network is on the right streets within this area?	
No - I have a suggestion for using an alternative route	
Thinking about the proposed streets, what do you think we should consider?	Omission of washington/mills/ridgeway/halifax/hutchinson means poor access to lots of homes. Ohiro road is low priority in comparison providing access to few homes or amenities.
What else should we consider when implementing the bike network in this area?	
AREA F: Do you think the network is on the right streets within this area?	
No - I have a suggestion for using an alternative route	
Thinking about the proposed streets, what do you think we should consider?	absence of a route on hataitai or waipapa and moxham is a huge omission. This is a huge population centre connected to a suburban village and schools and unlike miramar or kilbernie, no connections are provided. It contrast the route from shelly bay t
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Neutral
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Neutral
Living on a route	Positive
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Positive
A school on a route	Positive
A sportsground or club on a route	Positive
People visiting Wellington	Very positive

Who else should we consider?	Overall deprioritisation of long recreational routes in favour of local routes people use to get around.
-------------------------------------	--

How important is it to get the bike network installed as quickly as possible?

Important

What should we consider when putting in interim solutions?

Feedback



NAME: Michelle Rush	SUBURB: Ngaio	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------------	-------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Not sure

Thinking about the proposed streets, what do you think we should consider?

Onslow Road is the only one I have a question mark over for uphill cycle traffic - it is very steep and very narrow - would the road be widened to provide for this? Or would you look to finance an off road solution (no idea where this might go?)
I als

<p>What else should we consider when implementing the bike network in this area?</p>	<p>Many of these routes currently have a lot of onstreet parking, e.g. Kenya St, Burma Road (retirement village plus childcare) and the routes through Otari-Wilton (esp near the school) - It will be critical that residents / institutions are given a heads up</p>
<p>AREA C: Do you think the network is on the right streets within this area?</p>	
<p>Yes</p>	
<p>Thinking about the proposed streets, what do you think we should consider?</p>	<p>You will need to do a heavy duty comms plan with the residents so that they know well ahead they are going to lose their on street parking along Karori Road and Chaytor St as the only way I can see it being safe - given that this route is also earmarked f</p>
<p>What else should we consider when implementing the bike network in this area?</p>	<p>Are there any 'alternative' possibilities... recently in Whanganui I enjoyed the Druid Hill elevator... where was the planned route for the 'karori motorway' is there any out of the box option to route away from the tightness of Aro St with a bike cable c</p>
<p>AREA D: Do you think the network is on the right streets within this area?</p>	
<p>Yes</p>	
<p>Thinking about the proposed streets, what do you think we should consider?</p>	<p>My biggest concern looking at this as a 'cross-city' cyclist is that the waterfront route appears to still be a bitser - shared with a very popular walking route. As cycling continues to grow in popularity, and it gets faster, clashes will become more com</p>
<p>What else should we consider when implementing the bike network in this area?</p>	<p>Greening it. How can the cycle network help give effect to the green network plan esp in the centre city which needs more 'green' and can the permanent works, when in, use water sensitive design as far as possible, eg wetland plants on kerb edges to filte</p>
<p>AREA E: Do you think the network is on the right streets within this area?</p>	
<p></p>	
<p>Thinking about the proposed streets, what do you think we should consider?</p>	<p></p>

What else should we consider when implementing the bike network in this area?

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

It is exciting to see this network plan, thank you for the work and thought that has been put in. Testing infrastructure before finalising it is a very good idea - and as far as possible test a 'complete' route. To achieve the full potential of this network, council also needs to ensure that the infrastructure is built to 'best practice' standard, e.g paths that can take 'accessible' bikes such as trikes used by disabled folk; is designed for the 'cautious' cyclist to capture that larger proportion that says 'they'd cycle if they felt safer'; incorporates cycle parking, parklets and greening opportunities so that people see a lovely street they want to hang out in, not just a separated bit of tarseal that's stolen their carpark.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Very positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive

Who else should we consider?

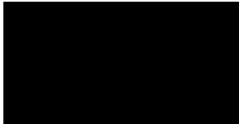
To ensure all these 'very positives' I've ticked does require a high standard of infrastructure so that kids can and will cycle to school; disabled people can ride a trike or otherwise modified cycle on the paths with them being wide and smooth enough and

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

Test a whole route at a time to get a real feel. Run an open process with residents and businesses so they can help inform things like kerb crossings, placement of cycle parking, parklets and input to parking plans where these will be required to make it all work.



Feedback

NAME: James Hart	SUBURB: Tawa	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
----------------------------	------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly disagree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very negative

Overall, do you support the proposed bike network plan?

Strongly oppose

Do you agree the proposed network connects the key locations in the city?

Disagree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
What else should we consider when implementing the bike network in this area?

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
What else should we consider when implementing the bike network in this area?

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?
What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

Firstly, I would like to point out that I am a cyclist and bikes have been a very big part of my life since I was a child. I am also a believer in climate change and that we need to be doing what we can to reduce emissions. However, I am also a pedestrian, a driver, and a pragmatist. I believe in shared road space and that safety is a major factor. I have spent quite a bit of time going through WCC's cycle plan and have seen the effect of them in-person and have had many discussions about Wellington's growing number of cycle lanes. The councils plans are unfortunately biased in terms of promoting an pre-determined agenda at all costs, while ignoring real-world issues that Wellingtonians face with cycling as an option. These include, convenience, practicality, weather, and geography. Estimates of the number of proposed cyclists are extrapolated from data that has little bearing or correlation with what Wellingtonians face. Allocating a percentage of residents who are likely to cycle in Wellington based on statistics of cities with flatter terrain and more moderate climates is quite frankly, unrealistic. Basing the number of people who will commute or regularly use the cycle lanes based on the size of the Wellington population or bike sales is not an effective indicator. For the majority of the population, cycling is not a viable option for the majority of our transport needs now, nor will it be in the future. Building an increasing number of cycle lanes throughout Wellington restricts the amount of space for vehicles on the road, compounding existing congestion problems. The number of cars inching along during peak periods, or sitting in traffic jams with their engines running unnecessarily contributes to CO2 emissions and WCC/LGWM are looking at rolling out plans that will only contribute to this. Wellington will end up with

greater congestion problems than it already has as motorists fail to switch to cycling, and cycle lanes will remain largely unused. The majority of motorists will become increasingly frustrated with Council over this and the division between motorists and the few cyclists will only continue to grow. Resentment by motorists who pay road user charges that fund cycle lanes while cyclists pay nothing is also a factor that contributes to animosity. While it may be possible for some to cycle to work where they can shower and get changed, for many that is not an option. What is then done with dirty work clothes or items that need to be carried back and forth? For some this is viable, but for many others, it simply is not. When it comes to grocery shopping (or any other shopping) cycling is impractical as is travelling anywhere quickly when schedules are packed. If I need to go somewhere with young kids or with my elderly mother, cycling again becomes impractical. The feedback from the majority of Wellingtonians is that they do not approve of the cycle lanes. Even within the cycling community, there are some that still refuse to use the purpose-built cycle lanes and instead ride on the road. People and goods need to be transported for the city to be vibrant but this seems to be ignored by the council in roading plans. Even bicycles need to be put on trucks and be transported to stores where we can buy them from. I understand that the council's heart is in the right place. Having a greater number of people cycling will provide health benefits from exercise and fresh air, will reduce the impact on the environment, and will (in their eyes) resolve a congestion issue that has largely been caused by a lack of meaningful action by councils over the years. However, it is not practical, and indeed a great disservice to Wellingtonians to take an approach which constantly tells us what we should want, to push a pre-set council agenda, and to adopt strategies that have been successful in other cities around the world where climate and terrain bear little to no resemblance to our city. The solution is to create real solutions to the real issues that we face in Wellington and based on the behaviours and preferences of Wellingtonians. Opposing views are seen as road bumps that can be worked around or just flattened. They are labelled as threats to the project and engagement with council leaves many with a feeling that action is meaningless. This results in disengagement in the democratic process at a local level and is the reason why the tail of a few hundred respondents wags the dog of several hundred thousand. The consensus from everyone that I have spoken with is not to waste my time engaging with council as this project has already been pre-determined and that "consultation" is viewed as a necessary evil by them. But I believe in this city and want real solutions that will actually work for Wellingtonians.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Very negative
Riding bikes	Positive
Using scooters/skateboards etc.	Positive
Driving vehicles	Very negative
Living on a route	Negative
Working/owning a business on a route	Very negative
Living with mobility or accessibility issues	Negative
Children travelling to school	Negative
A school on a route	Neutral
A sportsground or club on a route	Negative
People visiting Wellington	Neutral

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

Not at all important

What should we consider when putting in interim solutions?

The impact on the real lives of Wellingtonians. Greater traffic congestion from narrower streets and more crossings above. The unrealistic predictions of how many people will be using the cycle ways as opposed to the far greater number of people who will be inconvenienced directly or through costs associated with delivery of goods as delivery times take longer.

Feedback



NAME: Zara Molijn	SUBURB: Ngaio	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-----------------------------	-------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

The roads here are very steep and winding. Cyclists should have there own specific path with a raised median to seperate them from drivers. This will help cyclists to feel safer.

What else should we consider when implementing the bike network in this area?

A lot families live here, will want to make the network kid friendly. Also, a lot

	people may not want to cycle home as it is steep, buses only have space for two bikes on the front, should have space for Atleast 5.
--	--

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
--	--

What else should we consider when implementing the bike network in this area?	
---	--

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
--	--

What else should we consider when implementing the bike network in this area?	
---	--

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
--	--

What else should we consider when implementing the bike network in this area?	
---	--

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
--	--

What else should we consider when implementing the bike network in this area?	
---	--

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Very positive
Living on a route	Very positive
Working/owning a business on a route	Very positive

Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	
	The bike network will need to be two lanes for cyclists going each way at all times. Going up Ngaio gorge road is currently a MAJOR safety concerns, but quite a few cyclists do it

How important is it to get the bike network installed as quickly as possible?
Very important
What should we consider when putting in interim solutions?

Feedback



NAME: James Robertson	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
---------------------------------	----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Positive

Overall, do you support the proposed bike network plan?

Don't know

Do you agree the proposed network connects the key locations in the city?

Don't know

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA D: Do you think the network is on the right streets within this area?	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA E: Do you think the network is on the right streets within this area?	
Not sure	
Thinking about the proposed streets, what do you think we should consider?	Restore Brooklyn Road and Island Bay Parade to their pre-cycle-lane states. Or, at least, achieve the following: 1. Cars park on the side of the street, NOT opening passenger doors onto cycle lane. 2. Cyclists do not have to go onto the footpath/mingle with pedestrians/bus passengers. 3. The cycle-way is free from the need to repeatedly go up and down ramps.
What else should we consider when implementing the bike network in this area?	The number one best thing you can do for cyclists in Wellington is to keep the road margin smooth (ie. tarmac, no potholes and no shoddy repairs) and free from obstructions, such as manhole covers, poorly designed storm-water grates and debris. Please
AREA F: Do you think the network is on the right streets within this area?	
Not sure	
Thinking about the proposed streets, what do you think we should consider?	Around Oriental Parade/Evans Bay Parade, following the recent addition of a cycle-way, more needs to be done to keep pedestrians/runners off the cycle lane and to make it clear to cyclists that they need to stick to the left of the cycle-lane. (I have alr
What else should we consider when implementing the bike network in this area?	The number one best thing you can do for cyclists in Wellington is to keep the road margin smooth (ie. tarmac, no potholes and no shoddy repairs) and free from obstructions, such as manhole

covers, poorly designed storm-water grates and debris. Please

Overall, what do you think we should consider when implementing the proposed network?

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Don't know
Using public transport	Don't know
Riding bikes	Negative
Using scooters/skateboards etc.	Don't know
Driving vehicles	Negative
Living on a route	Neutral
Working/owning a business on a route	Don't know
Living with mobility or accessibility issues	Don't know
Children travelling to school	Very negative
A school on a route	Don't know
A sportsground or club on a route	Don't know
People visiting Wellington	Very negative

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

Not at all important

What should we consider when putting in interim solutions?

Encourage feedback from all road users and affected residents. Don't leave it up to the pro-cycleway zealots to dominate the conversation.

Feedback



NAME: Lucy Stewart	SUBURB: Wadestown	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
------------------------------	-----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Not sure

Thinking about the proposed streets, what do you think we should consider?

I think the network should also connect Mairangi Rd and the Crofton Downs-Northland route directly. This could be by traffic calming or other measures on a connecting road. Traffic is often too fast for safety.

What else should we consider when implementing the bike network in this area?	Please implement some trial changes sooner rather than later. I have lived in this area for five years and there are NO bike amenities, despite many cyclists. Because it is hilly the previous plan assumed nobody here would cycle, but e-bikes have complete
AREA C: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	The Aro Valley route will be a key route for people travelling from area B to South Wellington without going through the city.
What else should we consider when implementing the bike network in this area?	
AREA D: Do you think the network is on the right streets within this area?	
Yes	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	Smooth connections to and from the waterfront are really important and really absent in the Railway Station area despite how many cyclists move off the waterfront there. There are some areas like the Tory St-Waterfront connection which are considered 'fin
AREA E: Do you think the network is on the right streets within this area?	
No - I have a suggestion for using an alternative route	
Thinking about the proposed streets, what do you think we should consider?	There should be bike infrastructure along the Washington Ave-Mills Rd-Ridgeway route and a connection down to Berhampore. There are multiple primary schools on this route and it is not actually usefully connected to either the Island Bay or Ohiro Rd routes because it is on a high ridgeline.
What else should we consider when implementing the bike network in this area?	Fix the Island Bay Cycleway ASAP, it is an embarrassment it's taken this long
AREA F: Do you think the network is on the right streets within this area?	
Thinking about the proposed streets, what do you think we should consider?	

What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

This network needs to support Wellingtonians cycling as part of their daily routines, all over the city, moving between different parts of the city, which I think this design can do with minor alterations. Don't give us piecemeal, minimal implementation. Give us significant changes to make a carbon-neutral city possible.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Positive
A school on a route	Positive
A sportsground or club on a route	Positive
People visiting Wellington	Very positive

Who else should we consider?

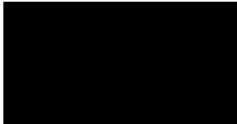
People running errands

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

Make them as close as possible to the shape of final changes (even if not the detail) so that people get used to road changes such as loss of parking



Feedback

NAME: Stephen Day	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-----------------------------	----------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Not sure

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	Please remove car parks to free up more space for bike lanes. Also, please give more priority and space for bikes to get to the front of intersections - or change intersections so that bikes do not need to wait at lights - as per the Drachten shared space

AREA E: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	Linking to SWIS and WHS is important for my kids. I also think there should be connecting bike lanes to other schools in area - Island Bay Primary for instance. I think there should be a connection through Newtown to major public amenities like the Zoo, Newtown Park and the Hockey Stadium.
What else should we consider when implementing the bike network in this area?	Please remove far more car parks to create more space for safe cycling and to encourage more people to use public or active transport. This is particularly important along Rintoul St and Adelaide Road.

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

--

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Positive
Driving vehicles	Very positive
Living on a route	Very positive
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Neutral
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Positive
People visiting Wellington	Very positive

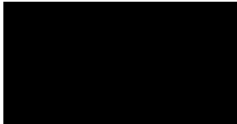
Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

Important

What should we consider when putting in interim solutions?

Feedback



NAME: McLeish Martin	SUBURB: Miramar	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
--------------------------------	---------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Yes	
Thinking about the proposed streets, what do you think we should consider?	It looks like every street in the CBD will be part of the network. Rather than having marginal 'sharrows' that put bikes in conflict with cars, choosing fewer roads but with proper, fully separated, bike lanes should be the priority.
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route	
Thinking about the proposed streets, what do you think we should consider?	Awa road should be added. It would connect Miramar central with the coastal bike path. It is wide enough to support a bike lane with little loss of parking (there's only about a 50m section where people park on both sides at the moment).
What else should we consider when implementing the bike network in this area?	Completing the main path into town along Evans bay parade needs to be done urgently. It's not good having 9/10ths of a bike path. If it's not safe the whole way it's extremely off-putting.

Overall, what do you think we should consider when implementing the proposed network?

Faster the better! Especially with major improvements to public transit decades away!

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
---------	---------------

Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Very positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

Try and then learn. Don't let businesses lobby based on opinion, use solid hard evidence like rider numbers. Force businesses to show evidence of decline in sales if they are going to complain.

Feedback



NAME: Michael Dowse	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------------	---------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Need to ensure cycle lanes are wide enough, as they are used by scooters, runners etc as well. Also need to ensure sufficient gaps for car doors, and barriers to prevent cars parking in the door swing space as they do in island bay.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive

Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?
--

Don't be afraid to remove parking!

Feedback



NAME: Michael Thomas	SUBURB: Karori	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
--------------------------------	--------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	Parking at Marsden Village will be the major sticking point, however given the shoppers carpark and ample parking on side streets we should not compromise bus and cycle access for a few carparks
What else should we consider when implementing the bike network in this area?	To support removal of carparks perhaps some minor element of funding could go towards support for businesses potentially impacted.

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Speed speed speed. Key thing is getting protected cycleways built. There is going to be an unavoidable trade-off with private vehicle on street parking. This needs to be realised and pushed through. Endless consultation will not solve this trade-off. It just is. Regarding timing particularly worried about the LGWM sections given the extremely long time horizons being proposed. I'd love for my family and kids to feel safe about biking in Karori into the city before they grow up into adults!

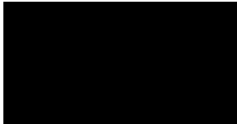
Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Positive
Using public transport	Positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Positive

Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	
	Future generations who otherwise are locked into car dependent culture and all the downsides that entails.

How important is it to get the bike network installed as quickly as possible?	
	Very important
What should we consider when putting in interim solutions?	
	They just need to have the key element of protection or space (preferably protection). Beauty can wait.

Feedback



NAME: Douglas Maclachlan	SUBURB: Other - Wairarapa	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
------------------------------------	-------------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA D: Do you think the network is on the right streets within this area?	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA E: Do you think the network is on the right streets within this area?	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	
AREA F: Do you think the network is on the right streets within this area?	
Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

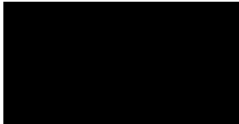
Overall, what do you think we should consider when implementing the proposed network?

We are a pair of 76 year olds. We tour New Zealand on our electric tandem and have six bikes in our garage. We have just returned from three weeks in New York where we rented Citibikes almost every day. The bike lanes in NY could be a model for Wellington, often mere painted parallel lines on the road, others two-way, painted green, traffic light controlled. Many are narrow one-way shared roads and are well signposted to that effect. Few car parks have been removed. Cars yield to bikes; bikes yield to pedestrians. There are thousands of bikes out and about every day. Good signage assists riders. We felt safer riding on Manhattan than we do around our home town where the car vs bikes scenario can be obvious.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:	
Walking	Neutral
Using public transport	Positive
Riding bikes	Positive
Using scooters/skateboards etc.	Positive
Driving vehicles	Neutral
Living on a route	Positive
Working/owning a business on a route	Positive

Living with mobility or accessibility issues	Positive
Children travelling to school	Positive
A school on a route	Positive
A sportsground or club on a route	Positive
People visiting Wellington	Positive
Who else should we consider?	

How important is it to get the bike network installed as quickly as possible?
Very important
What should we consider when putting in interim solutions?
Dividing the bike lane from other road users can be as simple as bendable plastic poles set on rubber bungs. These are a visual barrier but better than concrete or other solid materials.



Feedback

NAME: Nick Rinehart	SUBURB: Oriental Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------------	--------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Yes	
Thinking about the proposed streets, what do you think we should consider?	Bike facilities along high traffic areas - Kent/Cambridge Tce, Golden Mile, Tory, Taranaki, and others should all be separated from traffic to ensure safety and comfort for riders. Consider separating bike traffic along the waterfront, and look at pressur
What else should we consider when implementing the bike network in this area?	It's critical that bike facilities in the central city be separated from traffic.

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Yes	
Thinking about the proposed streets, what do you think we should consider?	Along Oriental/Evans Bay Pde, and around the bays, continue separating bike and pedestrian traffic where feasible. In lower traffic areas, having soft separation (like pavement markings on Evans Bay pde) rather than hard barriers (concrete separation on O
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Please separate cyclist traffic from pedestrian and vehicular traffic everywhere it's possible. This would really improve the experience for everyone, and would result in a safe and comfortable network for all types of users. In general, bus lanes aren't a great way of accommodating cyclists and should be avoided as cycling infrastructure, unless any other cycling facility is impossible. I would love to cycle more in Wellington, and I think separated facilities would really help me feel more comfortable about getting between home and the places I need to go.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Very positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive

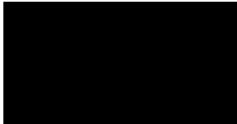
Who else should we consider?

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

Feedback



NAME: Gerard Bellam	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------------	------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

Overall, what do you think we should consider when implementing the proposed network?

Roll out the cycle way network with speed, as we are in a global climate emergency. A noisy minority can't be allowed to stall this important, and relatively cheap (compared to motorways, work).

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Positive
Living on a route	Very positive
Working/owning a business on a route	Positive
Living with mobility or accessibility issues	Positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive

Who else should we consider?

Native fauna who have to breathe toxic fumes from ICE vehicle i.e. petrol and diesel burning engines.

How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

connect up the current fragmented bike lanes, so bikers have a full route on major arterial roads to work or school that is safe.

Feedback



NAME: Geraint Scott	SUBURB: Other - Hutt Valley	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-------------------------------	---------------------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Strongly agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

Reducing speed limits can be an acceptable alternative when it is not possible to provided a fully separated cycle network. 50km/hr is wildly inappropriate for most areas it is currently used for. 40 ought to be the max and 30 ought to be the default in s

What else should we consider when implementing the bike network in this area?

People screaming about parking and being held up behind cyclists are a minority who always turn out to be wrong. Please don't be swayed by them just because they are loud and annoying.

AREA B: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

Reducing speed limits can be an acceptable alternative when it is not possible to provided a fully separated cycle network. 50km/hr is wildly inappropriate for most areas it is currently used for. 40 ought to be the max and 30 ought to be the default in s

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

Reducing speed limits can be an acceptable alternative when it is not possible to provided a fully separated cycle network. 50km/hr is wildly inappropriate for most areas it is currently used for. 40 ought to be the max and 30 ought to be the default in s

What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

Reducing speed limits can be an acceptable alternative when it is not possible to provided a fully separated cycle network. 50km/hr is wildly inappropriate for most areas it is currently used for. 40 ought to be the max and 30 ought to be the default in s

What else should we consider when implementing the bike network in this area?

Parking within the CBD ought to be more difficult than it is, therefore the loss of parking should not deter you from creating safe cycling connections. This needs to be balanced with better PT, better walking, and hopefully a large public bike share sche

AREA E: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?

Reducing speed limits can be an acceptable alternative when it is not possible to provided a fully separated cycle network. 50km/hr is wildly inappropriate for most areas it is

	currently used for. 40 ought to be the max and 30 ought to be the default in several instances. This would make the mixing of bike and car traffic more acceptable for those streets where dedicated cycle lanes are impossible to integrate.
What else should we consider when implementing the bike network in this area?	Presumably the lanes are sharing the route with the proposed light rail route. This is fine, but it will come into serious opposition regarding parking from the NIMBYs. Please don't give in to them.

AREA F: Do you think the network is on the right streets within this area?

Yes

Thinking about the proposed streets, what do you think we should consider?	Reducing speed limits can be an acceptable alternative when it is not possible to provided a fully separated cycle network. 50km/hr is wildly inappropriate for most areas it is currently used for. 40 ought to be the max and 30 ought to be the default in s
--	---

What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

Reducing speed limits can be an acceptable alternative when it is not possible to provided a fully separated cycle network. 50km/hr is wildly inappropriate for most areas it is currently used for. 40 ought to be the max and 30 ought to be the default in several instances. This would make the mixing of bike and car traffic more acceptable for those streets where dedicated cycle lanes are impossible to integrate.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Very positive
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive
A school on a route	Very positive
A sportsground or club on a route	Very positive
People visiting Wellington	Very positive

Who else should we consider?

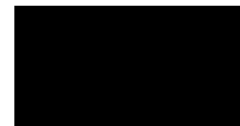
How important is it to get the bike network installed as quickly as possible?

Very important

What should we consider when putting in interim solutions?

There has already been so much research into cycle lanes and there are so many practical examples of wildly successful cycle networks. The interim solutions should ***ONLY*** be about adapting these to our own neighbourhoods, they are not about proving whether cycle lanes should exist at all.

Feedback



NAME: Lance Lones	SUBURB: Seatoun	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
-----------------------------	---------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Not important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly disagree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Neutral

Overall, do you support the proposed bike network plan?

Strongly oppose

Do you agree the proposed network connects the key locations in the city?

Strongly disagree

What locations do you think are not connected by the proposed network?

I don't think it makes much difference - the terrain is simply too hilly, and the weather is not conducive to significant cycling upticks on anything but the nicest days. I think it's a massive waste of tax dollars.

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA F: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

Overall, what do you think we should consider when implementing the proposed network?

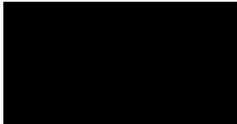
I guess it's all a nice thing, however, I think it's all actually an enormous waste of tax dollars. With rates up 13% just this year, we honestly cant afford to waste cash on what is really just a recreational improvement.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Neutral
Using public transport	Neutral
Riding bikes	Neutral
Using scooters/skateboards etc.	Neutral
Driving vehicles	Very negative
Living on a route	Very negative
Working/owning a business on a route	Negative
Living with mobility or accessibility issues	Very negative
Children travelling to school	Negative
A school on a route	Negative

A sportsground or club on a route	Very negative
People visiting Wellington	Negative
Who else should we consider?	

How important is it to get the bike network installed as quickly as possible?
Not at all important
What should we consider when putting in interim solutions?
How about we just don't do it at all? Any of it. Waste of rates money, and a reduction in amenity for the majority of us.



Feedback

NAME: Adam Dubas	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
----------------------------	----------------------------	--	-------------------------------

How important is it to make it easier and safer for people to ride bicycles in and around the city?

Very important

Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

Strongly agree

Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change.

Thinking about this goal, do you think the long-term impact of a bike network would be:

Very positive

Overall, do you support the proposed bike network plan?

Strongly support

Do you agree the proposed network connects the key locations in the city?

Agree

What locations do you think are not connected by the proposed network?

AREA FEEDBACK

AREA A: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA B: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?

What else should we consider when implementing the bike network in this area?

AREA C: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA D: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA E: Do you think the network is on the right streets within this area?

Thinking about the proposed streets, what do you think we should consider?	
What else should we consider when implementing the bike network in this area?	

AREA F: Do you think the network is on the right streets within this area?

No - I have a suggestion for using an alternative route

Thinking about the proposed streets, what do you think we should consider?	There should be a route up to mount victoria that is a separate lane so as not to hold up traffic.
What else should we consider when implementing the bike network in this area?	The sections along evans bay that are not yet fully separated from traffic should be sully separated.

Overall, what do you think we should consider when implementing the proposed network?

There should be a strong consideration of elevation. Where there are uphill cycle routes, they should be separated from traffic to ensure the safety of slow bikes as they go up hill. Similarly, there should be dedicated uphill routes to the high points in each major suburb.

Thinking about the proposed bike network and the different ways people move around the city, what do you think the impact of the changes will be for people when they are:

Walking	Very positive
Using public transport	Very positive
Riding bikes	Very positive
Using scooters/skateboards etc.	Very positive
Driving vehicles	Neutral
Living on a route	Very positive
Working/owning a business on a route	Very positive
Living with mobility or accessibility issues	Very positive
Children travelling to school	Very positive
A school on a route	Very positive

A sportsground or club on a route	Very positive
People visiting Wellington	Very positive
Who else should we consider?	Consider cycle safety with the proposed light rail - I know from experience in living overseas that the tracks are very slippery and dangerous to bikes. This is especially true in the rain and, of course, it is never rainy and windy in wellington.

How important is it to get the bike network installed as quickly as possible?
Very important
What should we consider when putting in interim solutions?