



## Newtown to city bus and bike proposal

### Oral submitters report

11 August - 31 August 2022

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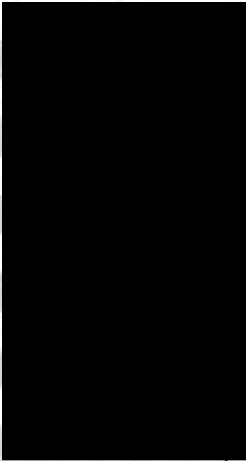
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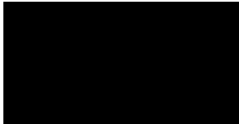


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An individual



**Feedback**



<b>NAME:</b> Megan White	<b>SUBURB:</b> Lyllall Bay	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

**Strongly support**

**Please provide any comments here:**

The bike lanes that have been put in place have encouraged me to get a bike and cycle to work. When I first started cycling I felt very unsafe with all the traffic and buses but now I can have a stress free commute to work knowing I'm safe.

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

<b>Walking in the area?</b>	<b>Neutral</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Neutral</b>
<b>Living in the area?</b>	<b>Positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

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

**Very important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Very important**

## Feedback



<b>NAME:</b> Saurabh Doshi	<b>SUBURB:</b> Other	<b>ON BEHALF OF:</b> Sojourn Apartment Hotel	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Oppose**

**Please provide any comments here:**

Please re-introduce temporary car park outside Ronald McDonald house. There is nowhere safe to embark or disembark for hotel guests at 22 Riddiford st. Lanes are very confusing for commuters as BUS /Bike lane merges right in front of the hotel and causing a lot of road rage incidents.

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

<b>Walking in the area?</b>	<b>Don't know</b>
<b>Using the bus?</b>	<b>Positive</b>
<b>Riding bikes?</b>	<b>Neutral</b>
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	<b>Very negative</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Low importance</b>	<b>Moderate importance</b>

## Feedback



<b>NAME:</b> James Barber	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

This project is fantastic and very necessary. The main critical comment I have is about the removal of bus stops. Particularly the bus stop outside the dental clinic on Adelaide rd. Our kids have gone there and I've found the fact that there's a bus stop right outside extremely helpful. We travel via bus and bike and do not own a car.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Neutral</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Neutral</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>



## Feedback



<b>NAME:</b> Joe Stephens	<b>SUBURB:</b> Newlands	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

It is clear this council doesn't actually care what gets said in these, but I will try. Much better solutions have been presented and ignored. You state you have "worked with other businesses" when in actuality you were taken to court for not doing just that. What is the proposal for the apartment complexes that have minimal parking already. Will their cars just disappear? The businesses on this stretch are heavily carpark dependant, this proposal will close them. Meaning hundreds of people with no job.

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Visiting a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very negative**

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

**Low importance**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Important**

## Feedback



<b>NAME:</b> Byron Galbraith	<b>SUBURB:</b> Wadestown	<b>ON BEHALF OF:</b> Jaycar Electronics	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Support**

**Please provide any comments here:**

How would this affect our customers during the construction and post construction; we have a off street parking drive through for Jaycar Electronics at 80 adilade road and sometimes when customers are not aware of this they try to park on the corner of King St and Adilade Road

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Visiting a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
Important	Very important

## Feedback



<b>NAME:</b> Megan White	<b>SUBURB:</b> Lyllall Bay	<b>ON BEHALF OF:</b> Capital kids co operative childcare centre	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

As a manager of an ECE centre in the area we have many families that pick up and drop their child off cycling. It's wonderful to hear the families talk about the positive changes that it's made for their families and how safe they feel with their children on the bike with them. We also have some children that cycle on their own bikes in the cycle lanes with their parents which wouldn't have been possible without the cycle lanes. Having the cycle lanes also provides opportunities to have discussions with children about the environment and the positive impact cycling can have on it.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

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

**Very important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Very important**

## Feedback



<b>NAME:</b> Stephen Maslin	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

Firstly I'm very pro the route and have enjoyed the current bike and bus lane in Newtown!!! Just some improvements to note. Ensure safety at merge points where the cycle way merges with bus/general traffic lanes. Currently northbound there is a section which isn't complete where the cycle lane merged with the bus lane. The general traffic lane often has cars changing lanes into the bus lane at the merge point which essentially makes it three lanes merging at once at is quite dangerous. Bollards between the general traffic and bus lane at this point would help mitigate this risk. Better connection from Adelaide road to Cambridge terrace when the basin is closed for events. Southbound at Mein st making the merge from straight traffic to the left hand turn lane safer. Either have bike lane continue along the side of road or make the merge of traffic lanes tighter to force vehicles to slow when changing lanes.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Don't know</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

118099897886



## Feedback



<b>NAME:</b> Andrew Bartlett	<b>SUBURB:</b> Miramar	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

I strongly support this route and proposal for these reasons: - A great layout on Kent/Cambridge Tce. Really good thinking on this section. - I've ridden with my daughter, then 9, uphill in the bus lane on Adelaide Rd. The bus drivers were fantastic, but this separation will be so much better. - Well beyond Newtown this will provide a protected cycle route from Miramar, Kilbirnie, Evans Bay and Oriental Bay all the way to Wellington High (via the driveway around the old dominion museum building and the existing path through the National War Memorial park). I don't think the significance of this has been noticed. Many more students and staff will have a safe route to the school now, without using busy Tory St. - I agree the new arrangement at Mein St is an improvement and shows why we should do a tight do/test/evaluate/fix cycle where possible. - Be aware that Delivery trucks (countdown deliveries in this instance) still use the new (eg on Riddiford St) cycleway as a loading zone. More needs to be done to ensure they can't do that. - I would say that I think the Adelaide Rd / John St intersection is the weakest point, with too much shared space. As a cyclist here I have found myself tight between cars and the curb trying to reach the bike box, and this won't change northbound.

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

Walking in the area?	Neutral
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	Neutral

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long-term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Moderate importance</b>

118099964351

## Feedback



<b>NAME:</b> Bex Radford	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

I work in Newtown and would love to be able to cycle to work, but right now this part of Wellington feels like a car-centric death trap. These new cycle lanes would mean I can leave my car at home and take my bike instead, which is awesome!

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

<b>Walking in the area?</b>	<b>Positive</b>
<b>Using the bus?</b>	<b>Positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Neutral</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Neutral</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

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

**Very important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Moderate importance**

## Feedback



NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Tania Sawicki Mead	Southgate	An individual	Yes

**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Support**

**Please provide any comments here:**

I'm really enjoying the safer ride on the small section of a properly separated bike line along Riddiford Street. I have slight concerns about the diagonal transition outside the hospital, but I hope with time and less car traffic it will become safer. I am hopeful more of the bike lane connections through the main line will be separated as this makes it safer and a more pleasant ride.

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

Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Positive

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

Very important

**How important is it to make street improvements so buses are quicker and more reliable?**

Very important



## Feedback



<b>NAME:</b> Stephanie Cairns	<b>SUBURB:</b> Rongotai	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

Once more, with feeling: Yes Please to safer cycling! Yes Please to opening up this key route to thousands of people who find the current situation much too hectic to try riding a bike down it. Yes Please to protecting those who already brave Riddiford, Adelaide, Kent and Cambridge as they are. Yes Please to prioritising faster buses. Also please consider continuing the cycle route down Cambridge Terrace and closing the slip lane from Oriental Parade to Wakefield Street - this is currently a hazard for all road users. I am concerned that this route design sends two-way cycle traffic in to a one-way parking zone at the pedestrian crossing on Oriental Parade. There also needs to be better protection for the entirety of Riddiford Street.

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

Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

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

**Very important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Very important**

## Feedback



<b>NAME:</b> River	<b>SUBURB:</b> Northland	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

The status quo supporters are a loud minority, and I promise when you make the changes, most people will not want them reversed.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Don't know</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

## Feedback



NAME: thorsten stanley	SUBURB: Northland	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

at present cycle traffic trying to get to the hospital from Karori and Brooklyn has to travel down arthur and old buckle street (avoiding illegally parked cars on unnamed road next to arthur street and over ??red zebra crossings on taranaki st [what is the legal standing of red zebra crossings by the way- cars ignore bikes on them].. but to get to the hospital bikes have a hard choice- go right the way round the basin reserve? No thanks! or go down Tsmen Street then illegally down the cycle way on Rugby St, the nip behind Mc Donalds and since the legal way round mcdonalds takes you to a right turn only exit- go illegally on the right (south) side of mcdonalds and tr to cross the rd into adelaide rd there. Please can you clever people make that route safe? I have twice been run over by cars exiting Belfast street who only look right. Its all very dangerous!

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

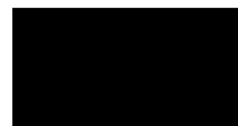
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Positive

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
Very important	Very important

## Feedback



<b>NAME:</b> Bill Wilson	<b>SUBURB:</b> Karori	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

**DO NOT DO THIS.** I thought the council would have learnt their lesson after the hospital cycleway. Where are people going to park on Adailide Road? Where will people park on Cambridge Terrece if you remove all the car parks. There will not be enough space for Taxis if you remove the layover space on Cambridge Tce. **DO NOT DO THIS! WCC CLAIM THEY DONT HAVE ENOUGH MONEY TO FIX THE PIPES AND STREETLITES BUT THEY HAVE THE MILLIONS FOR THESE CYCLEWAYS. 1% OF PEOPLE COMMUTE BY BIKE SO WE ARE HIJAZKING ROADS FOR 2 PECENT! IN AUCKLAND WHEN THEY PUT CYCLE LANES IN IT DID NOT INCREASE RIDERSHIP AT ALL!**

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

<b>Walking in the area?</b>	<b>Very negative</b>
<b>Using the bus?</b>	<b>Negative</b>
<b>Riding bikes?</b>	<b>Neutral</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very negative</b>
<b>Living in the area?</b>	<b>Very negative</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very negative**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Not important</b>	<b>Low importance</b>



## Feedback



<b>NAME:</b> Sarah Vidler	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

I think the separation of the cycleways and reduced on street parking will transform Newtown into a safer, cleaner, and friendlier place, creating a thriving community and making it more attractive to visitors and residents alike

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Neutral</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

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

**Very important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Very important**

## Feedback



<b>NAME:</b> Emma Osborne	<b>SUBURB:</b> Vogeltown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

I strongly support making the proposed bike lanes permanent and extending the bike network. A connected network will make biking a safe and attractive option for the many people who want to ride a bike if they can do so separately from the traffic (particularly children, young people and new riders). Things that have worked well about this trial: the pole separators on Riddiford St (southbound, approaching Mein St) seem effective in encouraging vehicles to cross at the correct points & stopping traffic parking in the cycle lane. Such an approach could also work well elsewhere e.g. Victoria St, where left-turning traffic frequently obstructs the cycle lane when stopped at the lights. The new grippy surfaces on the current temp bus platforms are a huge improvement on the previous temporary surfaces. I strongly urge the council to use substantial concrete dividers or similar rather than proposed low, intermittent (?plastic) cycle dividers shown in the indicative images. Concrete dividers provide a similar level of separation and protection to footpath kerbs & drivers are used to to driving safely around them. In contrast, plastic dividers don't convey the same degree of separation (both safety for people on bikes & a clear message that you can't cross them for drivers of vehicles)

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Neutral</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

118101009681

## Feedback



<b>NAME:</b> Peter Nunns	<b>SUBURB:</b> Berhampore	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

I live in Berhampore and regularly travel on this route by bus, car, and bike. I am strongly in support of the proposed changes. I moved to the area several years ago in part because the council was proposing to upgrade the bus lanes and add safe cycle lanes. I would be disappointed if this project did not proceed. I have been using the Riddiford St cycle lane section since it was installed and am very happy with it. It has made me feel a lot safer cycling along here (often with a toddler). The new bus stops work well - while I slow down or stop for passengers, it's safer than going around a stopped bus. Please build the rest as fast as possible! One comment on the design: I like the way you're planning to address the route between Cambridge Tce and the waterfront at the north end. I've been trying to figure out how this would work for a while and the proposed approach seems sensible.

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

Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**



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

**Very important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Very important**

118101455312

## Feedback



<b>NAME:</b> Melanie McGrath	<b>SUBURB:</b> Brooklyn	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

As a new cyclist I'm really supportive of these cycle ways. I have bought a bike knowing it will be safer for me to use in Wellington in the very near future. Incentivising cycling will also lower congestion in our city which I've noticed is much worse since coming home from overseas. With climate change it is also important to invest in active transport options.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>
<b>Living in the area?</b>	<b>Positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

**Feedback**



<b>NAME:</b> Andrew Smith	<b>SUBURB:</b> Strathmore Park	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

You guys don't listen. If your thinking of climate change having vehicles idling in traffic won't fix it. The council is a throwing away money and have no accountability. The parentage of people cycle compared to motorized transport is completely insignificant. Time to listen instead of burning money, slowing down traffic for the minority. I have one question, do you bike to work everyday, and do you cycle to the supermarket and to drop your kids off at school each day?

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

<b>Walking in the area?</b>	Neutral
<b>Using the bus?</b>	Neutral
<b>Riding bikes?</b>	Negative
<b>Driving vehicles/or riding motorbikes?</b>	Very negative
<b>Living in the area?</b>	Very negative
<b>Working/owning a business in the area?</b>	Very negative
<b>Visiting a business in the area?</b>	Very negative
<b>Living with mobility or accessibility issues?</b>	Very negative

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Very negative

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

Not important

**How important is it to make street improvements so buses are quicker and more reliable?**

Not important

## Feedback



<b>NAME:</b> Andrew Williams	<b>SUBURB:</b> Southgate	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Support**

**Please provide any comments here:**

You say that "the current bike lane installation from the hospital entrance on Riddiford Street isn't working well"; that would depend on who you asked. For cyclists it is very good, providing a protected safer route into Newtown. For motorists it can cause some hold ups but most drivers have worked out how to use the lanes, and it is only in peak traffic that it is less than ideal. The proposed changes however I think are very dangerous and very detrimental to cyclist safety. It puts cyclists going straight at the Mein St / Riddiford St junction into direct conflict 1) with motor vehicles turning left into Mein St (if this plan is put into action it will only be a matter of time before there is a collision at this junction) and 2) at the merge point after the junction with motor vehicles coming from behind (at a likely higher speed than cyclists) will not give way to cyclist merging into the main traffic in front of them (this is my experience for the other locations in Wellington where this type of cycle/motor-traffic merge point is used e.g. at the junction of Alexander Road and Constable St, coming from Kilbirnie, merging from the cycle lane into the main flow of traffic is very dangerous for cyclists for the same reason, slow cyclists are merging with fast motor traffic coming from behind them, the green merge indications being largely invisible to motor traffic). WCC needs to come up with another solution for this part of the route and definitely NOT implement the proposed changes. An alternative better option I think would be to keep the current road layout, except, 1) remove the cycle lane dividers from the left lane, 2) install traffic calming measures in the left lane at this point to slow down motor vehicles to a similar speed to the cycles, 3) have an extended stretch of the lane where cyclists/motor vehicles would negotiate the cross over - don't give either one priority over the other. On Riddiford St (maps part 4 & 5), the cycle lane would be much more beneficial on the west side of the road so that cyclists can easy and safely pass the queuing traffic and get to the advanced stop boxes at the junction with Adelaide Rd and John St. There is minimal benefit to cyclists it being on the east side of the road. On the new section of route on Adelaide Rd I am concerned that the many barriers will 1) hem in cyclists, preventing them from easily accessing the centre of the road when they want to turn right into the many side-streets and business forecourts, instead forcing them to make a 90 degree turn and a mad dash across 5 lanes of traffic right at the side street/business entrance and 2) prevent faster cyclists on e-bikes from accessing the bus lane to pass slower cyclists. On Cambridge Terrace, there does not appear to be any provision for cyclists to turn into the many side streets e.g. Baker St, College St. Again the main barriers are hemming in the cyclists into the cycle lane preventing easy and safe travel into the side streets. At the junction with Courtenay Place, the barriers appear to be preventing cyclists from joining the main road to take the slip road into Courtenay Place, instead forcing them to the main traffic intersection will presumably allow them (after a

painfully long wait) to turn left, though it is not clear from the plans that this will be allowed. At the end of the route on Oriental Parade, it is not clear how cyclists cross the traffic to cycle towards the CBD. It looks like cycles may first have to cross south bound motor traffic, then wait to cross north bound traffic. If so, this is not at all ideal to have two wait periods to cross one road, unless the crossings are synchronized so that they allow cyclists to cross both north and southbound traffic in one manouver.

<b>Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:</b>	
<b>Walking in the area?</b>	<b>Neutral</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Negative</b>
<b>Living in the area?</b>	<b>Neutral</b>
<b>Working/owning a business in the area?</b>	<b>Neutral</b>
<b>Visiting a business in the area?</b>	<b>Neutral</b>
<b>Living with mobility or accessibility issues?</b>	<b>Neutral</b>

<b>Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:</b>
<b>Very positive</b>

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

118102194491



## Feedback



<b>NAME:</b> Dancemonkey	<b>SUBURB:</b> Karori	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

What an absolute joke. If you remove all the car parks on the right side of Cambridge Tce where are people going to park? If you make the bus lane on Adelaide Road 24 hour where will people park for the local shops? There isnt enough space as it is to park! If you remove all the turn around bays along Kent/Cambridge Tce how ill people turn roud? Stupid plan dont do it!

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

<b>Walking in the area?</b>	<b>Negative</b>
<b>Using the bus?</b>	<b>Neutral</b>
<b>Riding bikes?</b>	<b>Neutral</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very negative</b>
<b>Living in the area?</b>	<b>Very negative</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very negative**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Not important</b>	<b>Low importance</b>

## Feedback



<b>NAME:</b> Jodie	<b>SUBURB:</b> Brooklyn	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

The bike lanes sit empty for the majority of the day. traffic now backs up to Taranaki st during busy periods. Longer spent sitting in car is not good for environment, family time or health. As a family of five kids can't bike to school or sports and I have no interest in bike riding except along inland rural tracks for fun. Wellington used to be a family friendly city that we could nip around to different sports and venues. Now instead every day each trip out takes 10 mins longer. I don't shop in city anymore as if I make a large purchase how di I get it home? I'm saddened, as are so many of us about the selfishness of the angry white middle classes monopolising the roads for their occasional use.

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

<b>Walking in the area?</b>	<b>Neutral</b>
<b>Using the bus?</b>	<b>Neutral</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very negative</b>
<b>Living in the area?</b>	<b>Very negative</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very negative**

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

**Not important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Moderate importance**

## Feedback



<b>NAME:</b> Lorelei	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

Very grateful to feel a bit safer on my commute and when travelling with the little ones. That little patch of cycleway is makes me happy and my cortisol levels drop for a bit in each direction. Thank you WCC.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Don't know</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>





Josef Seibel  
Tamarie

LKW190

We!  
Domini  
LANDRO  
PEN 24

Coca-Cola

ARTIST ST

BICYCLE

GIRO



## Feedback



<b>NAME:</b> Jamie Eng	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

These changes can't come soon enough. It's embarrassing that in 2022 we don't yet have a safe cycling route and a dedicated public transport lane between the regional hospital and the city. The current situation prioritises mass private car use at the expense of other options - it has to change.

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

<b>Walking in the area?</b>	<b>Positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Negative</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Important</b>



## Feedback



<b>NAME:</b> Lauren	<b>SUBURB:</b> Island Bay	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

Please continue to improve existing section, including extending barriers on northbound side from bus stop ramp to the lights. Please ensure good clear safe way through/around basin. Please do not allow certain business owners who were abusive towards people who cycle (and other citizens) even prior to the new cycleway to have an outsized voice....

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

<b>Walking in the area?</b>	<b>Positive</b>
<b>Using the bus?</b>	<b>Positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Important</b>

**Feedback**



<b>NAME:</b> Khoi Phan	<b>SUBURB:</b> Mount Cook	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Neutral</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

## Feedback



<b>NAME:</b> James Bush	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Oppose**

**Please provide any comments here:**

The truly terrible design of the current proposal negates any benefits that would otherwise be gained by improving bus and cycle routes between Newtown and Waitangi park. The current situation in front of the hospital narrows a busy street to one lane only when buses have stopped and again at the sudden lane change before Mein St which is surely a major accident site in waiting. This is shockingly dangerous for pedestrians, cyclists, buses and car drivers and must be changed immediately. Furthermore the cycle ways are empty for most of the day, why not treat them as cycle ways between 6-9am, and 4-7pm, outside of which they can be used for parking? Surly too it would be better to have both the north and south bound cycle ways on one side of the road and cars/buses down the middle, thus freeing up the other side of the road for permanent parking, appeasing more of the diverse community of Wellingtonians with different transport needs, including those with disabilities or large families, for whom biking and public transport are difficult and stressful?

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

<b>Walking in the area?</b>	<b>Neutral</b>
<b>Using the bus?</b>	<b>Positive</b>
<b>Riding bikes?</b>	<b>Positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very negative</b>
<b>Living in the area?</b>	<b>Negative</b>
<b>Working/owning a business in the area?</b>	<b>Neutral</b>
<b>Visiting a business in the area?</b>	<b>Negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Negative**

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

**How important is it to make street improvements so buses are quicker and more reliable?**

**Low importance**

**Important**

118102481810

## Feedback



NAME: Kathryn Hutchinson	SUBURB: Melrose	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

Thank you for the opportunity to provide feedback, and thank you too, to the ratepayers who brought the legal action to halt the current work. I write as a bus user, a car user and a cyclist, and as one who travels through Newtown using all of these modes of transport. My dissatisfaction about the plan and process of the cycle way is based on 2 key points. That the route design is under imagined and also divisive of citizens. To the first point, I believe understandable impatience, on the part of planners and other professions involved, to complete the cycleways project has produced a faulty solution. Where we could have breathtaking resolutions to the vexed problem of multi modal transport in Wellington, instead we have an uneasy and clumsy route design that alienates more users than it inspires. I write as one who uses all modalities. The design of the cycleways around existing roads is spectacularly short sighted, given the existing congestion issues at peak times. The solutions that do not seem to have been considered are council or central government owned. Therefore possibilities for public use. The green belts have the capacity to accommodate commuter cycle ways and these should be made use of. Similarly the land to the east and north east of the hospital is sufficient to accommodate a cycle way, and land could be used on the governor general's estate. The botanic gardens (Truby King Park in Newtown Melrose) are also spacious enough to accommodate cycle ways. The actual reason I've been given for this not happening is that it is simply too much work. I agree that negotiation is a lot of work. I disagree that a lot of work is reason not to bother. The city has an opportunity to enhance the provision of wellbeing to the citizens - this is the reason the green belts were established. Coupling this with improved multi modal access between suburbs is an elegant solution to a complex problem. It will take a lot of negotiation, not least with the town belt protection society, but that investment of time and energy will result in something the whole city can be proud of. Making it difficult to park in Newtown makes life difficult for some of our most vulnerable - the elderly and the differently abled. Correcting the existing and paused design will bring together groups that are currently divided by their transport mono or duo modalities. A closer knit and more accommodating citizenry should be the goal for all WCC infrastructure actions. Especially around the hot button issue of safe and sustainable transport. As a cyclist, a car driver and a bus user, I advocate for the cycleways to be made using existing green space, surplus government land and so made separate from the main thoroughfares. Its a decent investment of public money, lets make it an investment we can be proud of.



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

<b>Walking in the area?</b>	<b>Neutral</b>
<b>Using the bus?</b>	<b>Neutral</b>
<b>Riding bikes?</b>	<b>Neutral</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very negative</b>
<b>Living in the area?</b>	<b>Neutral</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

118102503460

**Feedback**



<b>NAME:</b> Aaron Graham	<b>SUBURB:</b> Johnsonville	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

Roads are for motor vehicles. The absolute disaster that has been created outside the hospital is ridiculous. It is almost as if your plans start with “ how can we hold up traffic as much as possible” and then are developed from there. Let’s remove bus stops designed to free up traffic flow, let’s remove lanes, let’s make 1 lane stop dead and start again 10m later so cars must merge in one of the city’s busiest intersections. It must take an imbecile to create these plans. Cyclists are a minuscule percentage of road users and this madness must stop.

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

<b>Walking in the area?</b>	<b>Negative</b>
<b>Using the bus?</b>	<b>Very negative</b>
<b>Riding bikes?</b>	<b>Positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very negative</b>
<b>Living in the area?</b>	<b>Very negative</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Negative**

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

**Not important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Moderate importance**

## Feedback



<b>NAME:</b> Stan	<b>SUBURB:</b> Mount Victoria	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

Kent Terrace and Adelaide road are some of the worst streets to ride a bike on especially in rush hour, any changes are good, I like the bike lanes on riddiford because they are separated from the road by bollards

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

<b>Walking in the area?</b>	<b>Positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Negative</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Don't know</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

## Feedback



<b>NAME:</b> Andrew Lensen	<b>SUBURB:</b> Te Aro	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

- the parking outside the after hours should be moved to side streets so that the bike lane can start earlier and there is no conflict between cyclists and car doors. - the route through the basin is not clear and will discourage cycling uptake on an otherwise excellent route. - the Oriental bay end of the cycleway is lackluster --- it is not clear how cyclists are meant to effectively move to/from the shared path on the waterfront. Can there be a cyclist crossing (preferably with cyclist right-of-way) across Oriental parade? - it would be better to take one lane from each side of Cambridge terrace for cycling in each direction rather than introducing the danger of head-on cyclist traffic. Cambridge terrace is extremely wide and 3/4 car lanes southbound is over the top and does not align with the council's mode-shift hierarchy.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

## Feedback



<b>NAME:</b> Josh van Bergen	<b>SUBURB:</b> Roseneath	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

Very strongly support this project. Improving cycle lanes in any way will induce more demand for cycling and get bikes on the road, taking cars off the road.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Very positive

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
Very important	Very important



**Feedback**



<b>NAME:</b> Martin Robertson	<b>SUBURB:</b> Other	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

It appears minority 3% have the ear of those in power who are deafened and blind to the folly they are accountable for! Current changes actually make the road less safe for all concerned! This just another atrocity like island bay! With usage down it appears the adjudged, we make it and they will use it, is far from true! Stop wasting public money on this type of idealogical folly! Come live in the real word!!

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

<b>Walking in the area?</b>	<b>Very negative</b>
<b>Using the bus?</b>	<b>Negative</b>
<b>Riding bikes?</b>	<b>Very negative</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very negative</b>
<b>Living in the area?</b>	<b>Negative</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Neutral</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very negative**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Not important</b>	<b>Moderate importance</b>

## Feedback



<b>NAME:</b> Catherine Whitehead	<b>SUBURB:</b> Island Bay	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

The proposed changes basically punish anyone who uses a car. The amount of parking that has been removed, and the proposed amount being removed is ridiculous. Also, your proposed plans outside Newtown Primary School is going to make pickup and drop offs harder for parents, and could lead to safety issues as parents will be almost certainly forced to park illegally to collect their children. Plans need to make things equal for all, not just cyclists and bus users. I use the bus, but the amount of cancellations sometimes means I must use the car, and using a bike with my young baby is not an option.

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

Walking in the area?	Negative
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Visiting a business in the area?	Negative
Living with mobility or accessibility issues?	Negative

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Negative**

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

**Low importance**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Moderate importance**

## Feedback



<b>NAME:</b> Talei Aldiss	<b>SUBURB:</b> Other	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

Removing parking will be a huge detriment to local businesses and the lifestyles of your citizens. I travel into Wellington for the sole purpose of professional sport, removing parks will make it near impossible for me to train during peak times, and deter many other people from wanting to spend at local businesses. Improving access for public transport is a great initiative however you cannot implement this at the detriment of your citizens livelihoods. As much as you may argue that people will take public transport if it's available, there is no faith in our system currently and we cannot see how this can be improved by changing street layouts. How am I going to get to training at 5am from outside of the city, and then get to my day job which is also outside of the city, and back in for more training, without seriously compromising my time and safety? If I cannot park near to training how are the council going to ensure my safety as I walk to and from the car? How is the council going to entice me to stay in Wellington to enjoy nearby cafes after training if I need to rush to get to my next destination? I am not an isolated nor minority story.

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

<b>Walking in the area?</b>	<b>Neutral</b>
<b>Using the bus?</b>	<b>Neutral</b>
<b>Riding bikes?</b>	<b>Neutral</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very negative</b>
<b>Living in the area?</b>	<b>Very negative</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Neutral</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Neutral**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Moderate importance</b>	<b>Moderate importance</b>

118103359048

## Feedback



<b>NAME:</b> James hilson	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

I'm really happy with the section already installed on riddiford street. It's a little awkward with the cycle lane crossing through the bus stop but having to slow down and doing my bell so people move sure beats getting hit by a car

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

<b>Walking in the area?</b>	<b>Neutral</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Negative</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

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

**Very important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Very important**



## Feedback



<b>NAME:</b> Chris	<b>SUBURB:</b> Te Aro	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

Please spend more time researching road safety, commuter numbers, impact on local business, growth patterns of the city Also parking requirements for businesses, trades people, delivery drivers, home owners, tenants. Also please analyze numbers of bikes on cycle lanes vs numbers of bikes who use the road BESIDE a cycle lane, and consider introducing fines for non compliance. Also looking at alternative way to fund these other than rates increases (councilors pay cuts?) This knee jerk reaction to bad ideas (see crossing on Cobham drive) are ridiculous.

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Visiting a business in the area?	Very negative
Living with mobility or accessibility issues?	Negative

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Negative

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

Not important

**How important is it to make street improvements so buses are quicker and more reliable?**

Low importance

## Feedback



<b>NAME:</b> Antonia	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

Traffic build up is pathetic and will only get worse. It's about time the WCC listen to the RATE PAYERS!!!!

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

<b>Walking in the area?</b>	<b>Very negative</b>
<b>Using the bus?</b>	<b>Negative</b>
<b>Riding bikes?</b>	<b>Negative</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very negative</b>
<b>Living in the area?</b>	<b>Very negative</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Negative**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Not important</b>	<b>Low importance</b>

## Feedback



<b>NAME:</b> Andrew Starkey	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

As a cyclist who lives in Newtown, I have stopped cycling for transit as I don't feel safe before the completion of fully connected, separated bicycle lanes. While I am fully supportive of the plans in general, I have a safety concern. I think the bicycle lane is dangerous at the corner of Mein street. Having the bicycle lane going between the left turning and straight lanes leaves no time to check for cyclists and will cause many unfamiliar with the layout to quickly change lanes without adequate time to check if it is safe to do so. As it's not a major street, I believe that having the cycle lane straddling the left curb and keeping an eye out for left turning traffic would be much safer to cyclists.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Positive</b>

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

**Very important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Very important**

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

118103512835

## Feedback



<b>NAME:</b> Blaise	<b>SUBURB:</b> Other	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

Cyclists should absolutely not get more space on the road they already don't stick to the lanes they have and take up the entire road in flocks of them and now you wanna throw all that into the middle of peak wellington traffic .. someone didn't have a coffee before coming up with this idea it's actually seriously stupid

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

<b>Walking in the area?</b>	Negative
<b>Using the bus?</b>	Neutral
<b>Riding bikes?</b>	Very negative
<b>Driving vehicles/or riding motorbikes?</b>	Negative
<b>Living in the area?</b>	Neutral
<b>Working/owning a business in the area?</b>	Neutral
<b>Visiting a business in the area?</b>	Neutral
<b>Living with mobility or accessibility issues?</b>	Negative

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Neutral

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
Not important	Very important

**Feedback**



<b>NAME:</b> Bella	<b>SUBURB:</b> Berhampore	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>



## Feedback



<b>NAME:</b> Ginny Evans	<b>SUBURB:</b> Berhampore	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

Should sort out safe public transport first, trams like Melbourne, people would use them and they are safer for cyclists to negotiate. You have not listened to the needs of the public, particularly around a major hospital, you should sort out public transport (electric) first. Not every one rides bikes or are able to

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

<b>Walking in the area?</b>	<b>Negative</b>
<b>Using the bus?</b>	<b>Negative</b>
<b>Riding bikes?</b>	<b>Negative</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Negative</b>
<b>Living in the area?</b>	<b>Very negative</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Neutral**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Low importance</b>	<b>Moderate importance</b>

## Feedback



<b>NAME:</b> Libby Carson	<b>SUBURB:</b> Kaiwharawhara	<b>ON BEHALF OF:</b> Kaiwhara Community Group	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

I find the objective of what you're trying to achieve is ill considered, doesn't not take into account the wishes of the majority, is based on flawed evidence, has not taken into account the needs of the elderly, disabled or infirm, is creating division in a city that needs to be unified.

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

<b>Walking in the area?</b>	<b>Very negative</b>
<b>Using the bus?</b>	<b>Negative</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very negative</b>
<b>Living in the area?</b>	<b>Very negative</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very negative**

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

**Not important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Important**

## Feedback



<b>NAME:</b> Declan	<b>SUBURB:</b> Vogeltown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Oppose**

**Please provide any comments here:**

OK, it was worth trying, but I've seen too many near misses with the new cycle lane outside the hospital. The bit where the left turning lane into Mein street crosses over the bike lane is really, really dumb. Three times now I've seen a car and a cyclist both stopped there not sure who should go first. Several times I've seen drivers suddenly realise that they need to cross the cycle lane in order to turn left. They then lurch left and almost take out a cyclist, or in one case another car that was already in that lane. It was not a good idea. Please undo it before someone gets hurt. If you don't, I guess it's handy that the hospital is so close. What a waste of money. Next time, do it properly.

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

<b>Walking in the area?</b>	Neutral
<b>Using the bus?</b>	Neutral
<b>Riding bikes?</b>	Very negative
<b>Driving vehicles/or riding motorbikes?</b>	Very negative
<b>Living in the area?</b>	Negative
<b>Working/owning a business in the area?</b>	Negative
<b>Visiting a business in the area?</b>	Neutral
<b>Living with mobility or accessibility issues?</b>	Neutral

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Neutral

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

Moderate importance

**How important is it to make street improvements so buses are quicker and more reliable?**

Important

## Feedback



<b>NAME:</b> David Hamilton	<b>SUBURB:</b> Mount Cook	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Support**

**Please provide any comments here:**

The entrance to Oxford sat needs to be widened to improve access in and out because at the moment it's not wide enough for two vehicles to easily pass and because it's the access way to a lot of business that have deliveries in Oxford terrace. Parking in Oxford terrace has been removed because of the new building of City mission people are now parking at the end of the street which I believe should be loading zone area

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Visiting a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Positive

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

Moderate importance

**How important is it to make street improvements so buses are quicker and more reliable?**

Important

**Feedback**



<b>NAME:</b> Michael	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

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

<b>Walking in the area?</b>	<b>Neutral</b>
<b>Using the bus?</b>	<b>Positive</b>
<b>Riding bikes?</b>	<b>Positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Neutral</b>
<b>Living in the area?</b>	<b>Neutral</b>
<b>Working/owning a business in the area?</b>	<b>Neutral</b>
<b>Visiting a business in the area?</b>	<b>Positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Don't know</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Important</b>



**Feedback**



<b>NAME:</b> Peter Webb	<b>SUBURB:</b> Te Aro	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

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

<b>Walking in the area?</b>	<b>Neutral</b>
<b>Using the bus?</b>	<b>Negative</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very negative</b>
<b>Living in the area?</b>	<b>Very negative</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very negative**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Low importance</b>	<b>Very important</b>

## Feedback



<b>NAME:</b> Annalize Struwig	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

The development of cycle lanes makes absolutely no sense when Wellington's water and sewage systems are falling apart. One cannot develop cycle lanes for a minority of people who chose to cycle around a city with the topography and weather of Wellington, at the expense of the majority who want to see our city's economy growing. It looks as through WCC has declared war on people who dare to own cars. You cannot get rid of cars. There will be electric or hydrogen-powered cars in the future. Where would these cars park if you are putting a squeeze on cars and car owners like you are doing at the moment? There is absolutely NO EVIDENCE to support the development of cycle lanes at the rate WCC is going about this. WHAT WILL THE IMPACT BE ON ECONOMIC GROWTH??? HOW WILL IT IMPACT DISABLED PEOPLE???

The cycle lane at Wellington hospital is downright DANGEROUS.

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

<b>Walking in the area?</b>	Negative
<b>Using the bus?</b>	Negative
<b>Riding bikes?</b>	Negative
<b>Driving vehicles/or riding motorbikes?</b>	Very negative
<b>Living in the area?</b>	Very negative
<b>Working/owning a business in the area?</b>	Very negative
<b>Visiting a business in the area?</b>	Very negative
<b>Living with mobility or accessibility issues?</b>	Very negative

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Negative

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

**Not important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Moderate importance**

118104466385

## Feedback



<b>NAME:</b> Georgie Guscott	<b>SUBURB:</b> Mount Victoria	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

I am very excited about the proposed changes to the bus and cycle routes between Newtown and the city. I have never owned a car. I use the bus and an eScooter. My route into Newtown is somewhat dangerous due to the fact that I risk flying off the scooter because the front wheel is too small to safely mount the curb from footpath to footpath. The section in front of the hospital has totally changed the game on that. I feel safe from traffic and the lumpy footpath, and I can avoid pedestrians. Applying that model to the whole city can't come soon enough. I'll probably take half the number of rideshares and I'll shop in Newtown far more often because it won't be such a pain to go that way. I think the changes will also be hugely beneficial for lower-mobility public transport users. The raised platform outside the hospital is really a big improvement.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Neutral</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

118104665098

**Feedback**



<b>NAME:</b> Nick Lunn	<b>SUBURB:</b> Island Bay	<b>ON BEHALF OF:</b> on behalf of a primary or secondary school	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

Your cycle lanes are absolutely ridiculous. You do not listen to the public whatsoever yet only take consideration and feedback from the small percentage that follow and agree with your agenda. You have completely ruined Island Bay, Newtown, Rongotai and have severely affected peoples businesses and livelihoods. When will the council show simple common sense and provide a realistic option to the 90% of people who disagree with your agenda. The parade in Island bay has been a safe road for decades with minimal accidents and injuries. Now with the cycle way installed there is regular incidents and people getting injured. Common sense should prevail. Is it going to take someone to die or a child to be severely hurt for a change? The completely incompetent council should be held responsible for this monstrosity but all I am is another member of the community whose voice won't be heard. In fact once the tone of this message is received I'm sure it won't even be acknowledged.

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

<b>Walking in the area?</b>	Negative
<b>Using the bus?</b>	Negative
<b>Riding bikes?</b>	Neutral
<b>Driving vehicles/or riding motorbikes?</b>	Negative
<b>Living in the area?</b>	Very negative
<b>Working/owning a business in the area?</b>	Very negative
<b>Visiting a business in the area?</b>	Very negative
<b>Living with mobility or accessibility issues?</b>	Very negative

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Neutral



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

**How important is it to make street improvements so buses are quicker and more reliable?**

**Low importance**

**Important**

118104717672

## Feedback



<b>NAME:</b> Morgan Parker	<b>SUBURB:</b> Mount Victoria	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

The existing Mein Street layout means that cyclists aren't in conflict with left turning cars at the lights. I think that it's important that cyclists at a red light there have an advanced stop area that puts them on the right hand side of left turning traffic. The Cambridge Tce part looks good. In my experience the car parks that are getting removed there are almost always empty and are a poor use of space.

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Positive

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

Very important

**How important is it to make street improvements so buses are quicker and more reliable?**

Very important

## Feedback



<b>NAME:</b> Leaha North	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Support**

**Please provide any comments here:**

Consideration for pedestrians as cyclist still using footpath when they have a dedicated cycle lane this needs policing.

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

<b>Walking in the area?</b>	<b>Very negative</b>
<b>Using the bus?</b>	<b>Neutral</b>
<b>Riding bikes?</b>	<b>Positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Neutral</b>
<b>Living in the area?</b>	<b>Very negative</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Neutral**

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

**Important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Very important**

**Feedback**



<b>NAME:</b> Terry	<b>SUBURB:</b> Berhampore	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

Democracy is a failure. Not just in practice... but of the Human imagination in general

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

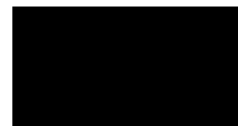
**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

A close-up photograph of a woman's chest. She is wearing a white tank top and a silver chain necklace. A tattoo on her chest reads "NO RAGRETS" in a bold, black, serif font. Her hands are visible at the bottom of the frame, with small tattoos on her fingers. The background is slightly out of focus, showing what appears to be a window with some foliage.

NO RAGRETS

## Feedback



<b>NAME:</b> River	<b>SUBURB:</b> Northland	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

I support the direction the council is going in, but it needs to go further. Too many disconnected cycleways, ones that stop suddenly and force cyclists into traffic. Think: is it safe enough for a child to use? Then it isn't safe enough.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Don't know</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>



## Feedback



<b>NAME:</b> Lane McLeod	<b>SUBURB:</b> Mount Victoria	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

I think the proposed changes for the already completed part of Riddiford street are really good to ensure cyclists are safe up to this intersection rather than being in the middle of an unprotected middle lane. With regards with the rest of the plans to be implemented, I think they are exceptionally good at ensuring safe cycling, I live on the north end of Mt Victoria and I really want to cycle more to the hospital but its just too scary and unsafe the way it is. I also think to improve the plans there should be a northbound protected cycleway from the wellington hospital stop to the Adelaide-Riddiford intersection, especially with vehicles and busses shifting lanes, as well as ensuring the Kent-Cambridge section has safe, convenient, and accessible connections throughout the length.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

**Feedback**



<b>NAME:</b> James Douglas	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

The new bike lane makes it so much safer, especially when biking with small children onboard.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Don't know</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

**Feedback**



<b>NAME:</b> Christopher Dudfield	<b>SUBURB:</b> Vogeltown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Oppose**

**Please provide any comments here:**

The problem we have here is that the cycleways and the associated plastic garbage plastered all over our streets are abominations – ill-conceived, badly designed, excessively expensive, often dangerous, an impediment to traffic flow, a life threatening impediment to rescue service vehicles and underutilised. They are the brain child of the fringe element of the cycling community – or the “cyclopaths” as I prefer to call them – who together with consultants have infiltrated the mindset of some WCC councillors and staff, to the point where decisions are based on ‘feel good’ fuzzy notions unattached to reality. Lets be brutally honest – removing car parks from outside the hospital, the Cancer Society and medical labs on Riddiford Street is unconscionable - verging on criminal. Meanwhile, the cycle lanes remain almost completely unused – except for the occasional ridiculous cargo bike with unrestrained children on board zipping through bus stops and nearly taking out the elderly or infirm as they get on and off the buses. Many cyclists have been seen avoiding the cycleways altogether. A measure of their success no doubt.

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

<b>Walking in the area?</b>	<b>Very negative</b>
<b>Using the bus?</b>	<b>Very negative</b>
<b>Riding bikes?</b>	<b>Negative</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very negative</b>
<b>Living in the area?</b>	<b>Very negative</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very negative**

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

**Not important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Moderate importance**

118105599217

## Feedback



<b>NAME:</b> Jill Ford	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Support**

**Please provide any comments here:**

Making it very safe for people to cycle and having fast, reliable buses is extremely imp't if we are to make it easier and more convenient for people to use PT or cycle, than use cars. The plan still makes it unsafe to cycle up or down Mein st from Riddiford to Daniel st, as well as still making it difficult for ambulances to get out. The junction at John st needs to be improved, currently there is no signage for car drivers to alert them to the change, nor is it safe for people on bikes to get across the intersection when travelling north. Bus priority lane on Cambridge / Kent terrace need to be 7am - 7pm, as few people park there to shop. Parking during the day is currently used mainly by the car dealers and commuters. If parking is to be retained it needs to be limited to 30mins. If WCC is serious about all this then the bus lane and bike lanes need to continue through Newtown as the majority of people shopping or in cafes have NOT driven there. Suggest WCC repeats the survey it did several years ago.

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

<b>Walking in the area?</b>	<b>Neutral</b>
<b>Using the bus?</b>	<b>Positive</b>
<b>Riding bikes?</b>	<b>Positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Neutral</b>
<b>Living in the area?</b>	<b>Positive</b>
<b>Working/owning a business in the area?</b>	<b>Don't know</b>
<b>Visiting a business in the area?</b>	<b>Positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Don't know</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

118105756087



**Feedback**



<b>NAME:</b> Sarah	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Neutral</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

## Feedback



<b>NAME:</b> Simon kinsey	<b>SUBURB:</b> Te Aro	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

The way you have cut off the lane to turn left with a cycle lane is dumb and also dangerous and causes even more traffic delay, please reverse it

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

<b>Walking in the area?</b>	<b>Very negative</b>
<b>Using the bus?</b>	<b>Very negative</b>
<b>Riding bikes?</b>	<b>Very negative</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Negative</b>
<b>Living in the area?</b>	<b>Negative</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very negative**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Not important</b>	<b>Low importance</b>

**Feedback**



<b>NAME:</b> Paul	<b>SUBURB:</b> Brooklyn	<b>ON BEHALF OF:</b> Property Paint Services	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Oppose**

**Please provide any comments here:**

Cycling around is likely about 5% of the transiting population. Be sensible! Vehicles can carry 4+ people at a time including goods. Healthy is Being covered warm and dry counts for a lot In The Capital giving our average weather system. We the people! not Us for the Cyclists. Entire population is on the tail end of a modern plague and you come up with Major infrastructure ideas for change. Looks more like, Give the Rate payers the finger lets take the opportunity now to get in and have our way. Do not Toy with the Streets!

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

<b>Walking in the area?</b>	Neutral
<b>Using the bus?</b>	Neutral
<b>Riding bikes?</b>	Neutral
<b>Driving vehicles/or riding motorbikes?</b>	Negative
<b>Living in the area?</b>	Negative
<b>Working/owning a business in the area?</b>	Very negative
<b>Visiting a business in the area?</b>	Very negative
<b>Living with mobility or accessibility issues?</b>	Very negative

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very negative**

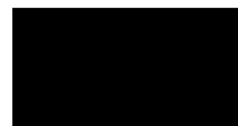
**How important is it to have a connected and complete network of biking routes across the city?**

**Low importance**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Moderate importance**

## Feedback



<b>NAME:</b> Howard Storey	<b>SUBURB:</b> Brooklyn	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

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

<b>Walking in the area?</b>	<b>Positive</b>
<b>Using the bus?</b>	<b>Positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Neutral</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

## Feedback



<b>NAME:</b> Mika	<b>SUBURB:</b> Kelburn	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

I love the focus on making biking and bussing more viable. I would love to see WCC work with GWRC to ensure there are bike racks on all buses so people can reliably switch between bike and bus and we can have a multi modal transport system where people can easily and reliably use more than one form of transport. I also fully support removing parking and making parking more difficult and expensive, with the exception of mobility car parks, which should be free, and mobility transport for people with total mobility cards should be free as well to fully include those with disabilities in our society. If the infrastructure is there for people to Mode shift, then people should use it, and prioritising low emissions climate friendly transport is a better use of our collective road space than carparks and more car lanes.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

## Feedback



<b>NAME:</b> David Tripp	<b>SUBURB:</b> Other	<b>ON BEHALF OF:</b> Doctors for Safe Active Transport	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Please provide any comments here:**

The Riddiford St section should extend all the way to the intersection with Adelaide Rd. It currently "gives up" at the most dangerous place for cyclists. This is an awful intersection - I currently (illegally) ride on the footpath - I am uncomfortable about this but it's my life at risk! Also - enforcement needs to happen from the moment you make the first change. Not enforcing anything until it's complete sets up bad habits from the start. I work at Wellington Hospital - along with thousands of others. The more people who can bike, the more car parks there will be available for visitors and patients who currently can't get access to the hospital due to all the parks being taken. However - without safe, continuous, separated cycle paths, so many are put off cycling.

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

<b>Walking in the area?</b>	<b>Positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Neutral</b>
<b>Living in the area?</b>	<b>Positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

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

**Very important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Very important**



## Feedback



<b>NAME:</b> Khoi	<b>SUBURB:</b> Mount Cook	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

This needs to happen to lower our traffic emission and encourage up take on cycling. This route is a major connection for people to get to and from the train station and other areas. Let's build it already !

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Very positive

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
Very important	Very important

## Feedback



<b>NAME:</b> Rhys	<b>SUBURB:</b> Mount Cook	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

The existing bus crossings on riddiford st are super dodgy to ride over (in the bike section, of course) and make the bike track strangely. Intersection at Mein St is also confusing for both cars and bikes. I love the bike lanes, just those bits I love less.

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

<b>Walking in the area?</b>	<b>Positive</b>
<b>Using the bus?</b>	<b>Positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Neutral</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Important</b>



## Feedback



<b>NAME:</b> Dr Marion Leighton	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

These bike and bus lanes are excellent. So much safer and will encourage those who don't ride to start commuting to work by bike thus improving health and reducing congestion. Buses having their own lane 24/7 is really important - need to prioritise those who are making community focussed choices. Thank you for making changes that keep Wellington up to date. Overall the Riddiford st cycleway is brilliant and so are the plans for the rest. I'd only suggest a few tweaks Specific feedback: 1. Prevent cars from entering the left hand lane going south on Riddiford street until after the lights. It's very dangerous merging when drivers try to nip forward and don't see cyclists also entering the lane. 2. Keep the bollards that stop drivers from entering the left turn lane going south. It's a bit tricky as is, but without the bollards, drivers will just merge into that lane at the hospital junction and not look for cyclists. 3. In the approach to the Basin going north, I'm concerned that the plan is to force cyclists into the pavement and make them wait for two cycles of lights to be able to get to the basin. They are the ones unprotected from the weather and doing community good. Those in cars have a greater ability to wait and go slowly. A solution that allows cyclists to cross in one go, at every change of lights (ie more frequently than now) would be best. Also, without this, cyclists will want to merge with cars and move into the right hand lane to reach the island earlier. The current layout of bollards will make this less safe than it already is. Car drivers currently give little to road safety (in fact they are the cause of most road based harm), ensure all changes prioritise those in cars including ease of use and timeliness not just separation. 4. Looking forward to the change at the embassy junction going north, but again, please ensure the lights change frequently in favour of cyclists. It's a very exposed corner and not nice to be sitting at for long periods. 5. Check the lights phasing at the Vivian street/Kent tce going south. Recently changed to allow a right turn arrow for those traveling south whether a car is present or not. As a result, there is hardly any time for those traveling north to get through and as cyclists we can get stuck there for 2 or 3 light phases - very frustrating, especially in the rain. Thanks for all the hard work and looking forward to the route all the way into the city.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>

<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

118107873629



## Feedback



<b>NAME:</b> Sofia	<b>SUBURB:</b> Melrose	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

Firstly who will be paying for all these changes the cyclist? How will general tax payers be able to access their doctros on Riddiford Street, where will residents who own their homes and pay city council rates be parking, who great idea was this, what is wrong with the goverment, why does the council inisist on spending tax payers money on these obsered ideas, what about fixing the major problems Wellington is facing like, water pipe line infrstructure, retaining walls collapses and all the other issues residents face in winter periods due to lack of Wellington City Council maintenance or lack of - how about handicapp people's access to doctors etc....

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

<b>Walking in the area?</b>	<b>Negative</b>
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	<b>Negative</b>
<b>Living in the area?</b>	<b>Negative</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Negative**

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

**Not important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Not important**

## Feedback



<b>NAME:</b> Fitrite Tailors	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

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**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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To	info@wcc.govt.nz
Submission:	Proposed bus and bike improvement from Newtown to the waterfront via Riddiford Street, Adelaide Road, Cambridge Terrace and Kent Terrace  Please send this submission to the above proposed changes by WCC and traffic resolution.
Traffic resolution	(TR173-22)
Personal / business / Building Name choose	Fibre Tailors
Privacy	I do not want my personal details nor contact details in the public arena.
Oral submission	Reserve the right to make an oral submission

**STRONGLY OPPOSE CHANGED ASPECTS AND FUTURE ASPECTS** of the TR and cycleway, bus improvements

Submission period needs to be lengthened to 21 weeks, currently WCC have too many requests for submissions that substantially impact Wellingtonians and those interacting with Wellington. To present submissions to WCC and do justice in such a short space of time for citizens is too steep to ask of the ratepayers time. The length of the cycleway has very diverse needs in each of its sections, a broad brushstroke approach for all streets and intersections applied from other suburbs will make the functional streets and intersections of this route dysfunctional, simply put more time needed by individuals, businesses and property owners to submit is required.

Not enough consultation has been done with individuals, businesses and property owners for such a substantial hindrance to Wellingtonians.

Cyclists should be registered with license plates and have WOFs to be on roads and footpaths, people are being injured or threatened by riders that simply can not be traced.

Do not want dedicated lanes for cycles and buses, the roads are for shunting. Want all parks and loading zones reinstated as they were prior to the cycleway installation and a decent design plan that is a win-win for all be discussed and designed.

The numbers of cyclists (currently and likely in future) using the proposed cycleway does not account for the increased physical and negative consequences created by the proposal. WCC is using numbers that have not been properly supported with empirical evidence and cherry picking anecdotes from cycleways elsewhere that does not take into account an apparent general lack of safety for cyclists. The cycleway creation is a general installation that does not take into account the various sections of the road that have very different uses along the route for the residents, business and people using the main streets, they have been excluded/will be excluded from using the areas at the advantage of cyclists, upon a substantial increase in (private excluded) bike use. There is no supporting data to prove the increase predicted increase by the council of 75% in 2028 cycle. (The survey questions don't ask the right questions. They are biased and created to suit the agenda. Please consider the detailed analysis by Tahirah Kottarwall August 2022 Report on the WCC Cycleway).

WCC has no economic impact on effects of creating cycle lanes and dedicated bus lanes along route. WCC have no flexibility ability on the impacts of Wellington citizens, as a consequence and assessment might have been considered with better supporting information on very small data sets that occurred of approximately 500 for business owners to account given the population of Wellington and the overall population of Wellington that would benefit not be held as the overall figure of impact to the District Councils and not similar deductions for other parts of Wellington. The assessment is very poor.

Where are the business and future plans for the project?  
This report Business Case and MCA (Business Critical Analysis) of the route with the current business of businesses and assessment criteria is inadequate. With little or no consultation of business property owners, business operators or other stakeholders. Prioritising the type of analysis to help an individual business in a particular area and has no plan to a professional urban centre.

"Transitional trialing with future feedback potentially allowing for change" of the Cycleway reducing Riddford Street to one lane has already been done. We argue that there is enough data and information to remove the trial. The cross over near the Menzies hospital, a better design would have been to make the hospital workers that cycle use a lane within the hospital property and created to make traffic, emergency services and freight come to their knees and drive further increasing emissions. The options of bi-passing traffic flows has not been considered, if they were there would be bigger benefits to the areas of the route.

All parking and loading zones along Riddford streets need to be reinstated including the area of Riddford North shops. The public are not left with any practicable access to Wellington Hospital from the street nor level street access from parking and exiting a vehicle to entering the auxiliary medical services such as SCL, Imaging; all car parks need to be reinstated in this area all along Riddford Street, Adelaide through to Courtney Place. Not enough car parks to get to After Hours Medical Center, over 300 patients daily at peak per day use the After Hours Medical Center services how are 5 car parks going to service that load of patients? Even the WCC officers that want to take their families to after hours are suggesting they will drive where will these WCC officers park let alone people in need of medical care that may well be in worse positions than that of WCC officers. Not enough options have been considered for the areas such as the shops at the John Street intersection this small area would be better served with a slow zone with NO removal of car parks or loading zone. Elderly and mobility compromised have been excluded in the design to the advantage of cyclists wanting a throughway via these affected suburbs, for example. Patients having to park on the steep hill of Hill Street to attempt to embark and disembark elderly from vehicles for a blood test at SCL. It is a struggle not only for the patient but also the caregiver in a city that is 5/9 months of the year in wet and/or windy conditions. The pedestrian should have priority over the cyclist for a level park and entry to medical care.

Heritage buildings & areas need to be protected & their economic value retained by the buildings housing functioning small making businesses they are at risk in the proposal from WCC for its future planning.

Roads have been constricted in Newtown to one lane causing traffic to back up down Adelaide Road, up John Street, down Wallace Street. Congestion will only be added to if changes occur along Kent and Cambridge Terraces. These arterial roads due to poor design of this TR will congest all traffic from East, South and West which is already evident through the Mt Victoria Tunnel in either direction.

Along Adelaide Road the lanes should be reinstated as very few buses and cyclists use the road in either direction during the day. The 7am - 9am and 4pm to 6pm should be retained as this is more than adequate for the cyclist and buses.

Cambridge/Kent Terraces to Vivian St. The proposed closure of the two turnaround areas between Kent & Cambridge Terraces (opposite Barker St & Fitzherbert Ave) is ill considered and impractical. These closures will force traffic from the already heavily congested areas. This will also add congestion heading north via the Arnie tunnel to the east of the city and State Highway One heading north. These closures and consequential delays (reconveniences) will also directly affect the ability of local businesses to service their existing customer's needs and attract new custom. The road area congestion around these very busy roads does not support the LGEMM initiative funded by WCC. This could be resolved simply by adding stop signs & road markings to the two turn around areas where cyclists queue up. The residential houses located in this area will not be able to conveniently turn into Kent Terrace (governed by traffic lights). These delays will also affect the local cycle hire traffic coming down Vivian Street into Kent Terrace (governed by traffic lights). These delays will also affect the local cycle hire vendors introducing the latest overcast models with EV technology to a trusted dealer to collaborate at least emissions and meeting carbon targets. If lower emissions targets are the major priority for this proposed cycleway, the use of EV and other non-fossil fuel technologies will be a more significant contributor to emission reductions than introducing dedicated cycle lanes.



## Feedback



<b>NAME:</b> Rayne	<b>SUBURB:</b> Kelburn	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

I would love to have better bus and bike lanes for my weekly market trip to Newtown! I strongly support the expansion of bike and bus lanes for my own safety and efficiency, as well as the safety of my friends and family. Having fewer car parks would be so great too!! This incentivises less car travel and aids to lower Nz's greenhouse emissions. I am so supportive and excited to live in a future that involves fewer cars and more bikes and buses. However, it's really important for people with disabilities and their support workers to have car parks and easy access to the community. Scrap all the other car parks, in favor of bike and bus lanes and the future of my children. Kia ora for your work!!! <3

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Neutral</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Neutral</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

## Feedback



NAME: john forne	SUBURB: Roseneath	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

\* It is unclear whether the parking shown to the north of Girton Tce will be retained. It is critical that there is sufficient space (>1m) between parked cars and cycle ways to reduce the risk of car doors being thrown open in the path of cyclists causing collision and cyclists being thrown into the path of passing traffic (in plan Adelaide Road - part 7) \* It is important that cycle ways are regularly swept. Broken glass and other debris are pushed by motor vehicles from the centre of the road way to the margins. As a result cycle ways that are commonly located in the margins are often filled with objects that cause frequent punctures, which is super frustrating and serves to deter even the most dedicated cyclist commuters as cycling becomes too unreliable. \* It is unclear how cycles traveling towards Newtown are supposed to safely with motor vehicles. Riddiford street - Part 1 simply shows the cycle way merging with motor vehicles. In practice, this is highly dangerous as cyclists need a clearly demarked space at the side of the road or a separate lane. Motor vehicles tend to travel faster than cyclists – so unless the speed limit is reduced to 30km/hour. The lane into cyclists and motor vehicles are merged in the current plan is too narrow. \* Riddiford Street – part 5. It is unclear how cyclists heading south, continuing up Adelaide Road (past Countdown) are supposed to safely get into the lanes for through traffic. Currently it is unsafe getting into the middle lane because of the high volumes of motor vehicles streaming past and turning left into Riddiford St. How is this going to be addressed? \* Rugby St – part 9. It is unclear where cyclists are supposed to ride. Currently there is limited space for cyclists in this section of road. \* Oriental parade – part 1. It is unclear what separation/barriers there will be between motor traffic and the cycle way. I appreciate that fire vehicles need to leave the fire station. However, it is apparent that there seems to be only a relative small number of intermittent barriers or berms. It is highly dangerous to put cyclists less immediately beside (<1m away) oncoming motor vehicles. A space and/or continuous physical barrier is needed to ensure that safety of cyclists. One inattentive moment from a driver and a cyclist is killed. \* Generally/overall – I think the plans look good and will improve the safety of cycling around wellington, especially on these main routes/connections. However, in addition to creating these more dedicated spaces for cyclists – we also need to take active steps to calm the traffic, especially reducing the speed of motor vehicles through reduced speed limits, speed bumps, etc.

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

Walking in the area?

Very positive

Using the bus?

Very positive



<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Don't know</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

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## Feedback



<b>NAME:</b> David Shoemack	<b>SUBURB:</b> Owhiro Bay	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

I fully support these changes! Anything to get people out of cars and onto bikes/public transport will set Wellington up for the future.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Very positive

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

Very important

**How important is it to make street improvements so buses are quicker and more reliable?**

Very important



## Feedback



<b>NAME:</b> Stuart knight	<b>SUBURB:</b> Tawa	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

Parking along Kent terrace is vital for my mental health as I do fitness at a local gym on college st.

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

<b>Walking in the area?</b>	<b>Negative</b>
<b>Using the bus?</b>	<b>Negative</b>
<b>Riding bikes?</b>	<b>Very negative</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Negative</b>
<b>Living in the area?</b>	<b>Neutral</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very negative**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Not important</b>	<b>Moderate importance</b>

## Feedback



<b>NAME:</b> Alan Marshall	<b>SUBURB:</b> Other	<b>ON BEHALF OF:</b> PCB NZ Ltd	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

we run a construction company with no street parking and a loading zone a block away. we need some sort of parking even it it was off peak. we loos our parking from 4pm to 6pm during the week so if it was similar in the morning.

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

<b>Walking in the area?</b>	Neutral
<b>Using the bus?</b>	Neutral
<b>Riding bikes?</b>	Positive
<b>Driving vehicles/or riding motorbikes?</b>	Very negative
<b>Living in the area?</b>	Very negative
<b>Working/owning a business in the area?</b>	Very negative
<b>Visiting a business in the area?</b>	Very negative
<b>Living with mobility or accessibility issues?</b>	Neutral

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Neutral

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

Low importance

**How important is it to make street improvements so buses are quicker and more reliable?**

Moderate importance



**Feedback**



<b>NAME:</b> [Redacted]	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

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**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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traffic resolution	(TR173-22)
Personal / business / Building Name choose one	<i>Martin Irvine</i>
Privacy	<b>I do not want my personal details nor contact details in the public arena.</b>
Oral submission	<b>Reserve the right to make an oral submission</b>

**STRONGLY OPPOSE** CHANGED ASPECTS AND FUTURE ASPECTS of this TR and cycleway, bus improvements.

Submission period needs to be lengthened to 21 weeks, currently WCC have too many requests for submissions that substantially impact Wellingtonians and those interacting with Wellington. To present submissions to WCC and do justice in such a short space of time for citizens is too steep to ask of the ratepayers time. The length of this cycleway has very diverse needs in each of its sections, a broad brushstroke approach for all streets and intersections applied from other suburbs will make the functional streets and intersections of this route dysfunctional, simply put more time needed by individuals, businesses and property owners to submit is required.

Not enough consultation has been done with individuals, businesses and property owners for such a substantial hinderance to Wellingtonians.

Cyclists should be registered with license plates and have WOFs to be on roads and footpaths, people are being injured or threatened by riders that simply can not be traced.

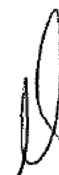
Do not want dedicated lanes for cycles and buses, the roads are for sharing. Want all parks and loading zones reinstated as they were prior to the cycleway installation and a decent design plan that is a win-win for all be discussed and designed.

The numbers of cyclists (currently and likely in future) using this proposed cycleway does not support the undoubted upheaval and negative consequences created by the proposal. WCC is using numbers that have not been properly validated with empirical evidence and cherry picking anecdotes from cycleways overseas as well as creating scare tactics around an apparent current lack of safety for cyclists. The cycleway creation is a general installation that does not take into account at least 7 sections of the road that have very different uses along the route for the residents, business and people coming into these areas; they have been excluded/will be excluded from using the areas at the advantage of cyclists; again a detrimental impact to groups excluded by WCC.. There is no supporting data to prove the massive predicted increase by the council of 76% might cycle. The survey questions don't ask the right questions. They are biased and created to suit the agenda. Please consider the detailed analysis by Tailrisk Economics August 2022 Report on the WCC Cycleway.

WCC has no economic impact on effects of creating cycle lanes and dedicated bus lanes along route. WCC have no feasibility study on the impacts of Wellington citizens, its environment and emissions output has been correlated only biased funneling of information on very small data sets has occurred of approximately 600 for Botanic gardens for example given the population of Wellington and the seasonal population of Wellington this minute statistic can not be held as the pivotal figure of change for the Botanic Gardens area nor similar deductions for other parts of Wellington, the correlation is very poor.

Where are the success and failure criteria for this project?

The council Business Case and MCA (Multi Critical Analysis) of the route with the myopic selection of stakeholders and assessment criteria is scandalous, with little or no consideration of resident property assets, business interests, or wider traffic implications. Publishing this type of analysis to back an orchestrated outcome is despicable and has no place in a professional public service.



"Transitional trialling with future feedback potentially allowing for change" of the Cycleway reducing Riddiford Street to one lane has already been done. We argue that there is enough data and information to remove the trial. The cross over near the Mein Street and Riddiford Street is mayhem to traverse and dangerous, this is poorly designed. Mainly to get cyclists from the hospital, a better design would have been to make the hospital workers that cycle use a lane within the hospital property and exit on Mein street and flow with traffic and open the vehicular lane to Mein street again to stop the constriction deliberately created to make traffic, emergency services and freight come to their knees and drive further increasing emissions. The options of bi-passing traffic flows has not been considered, if they were there would be bigger benefits to the areas of this route.

All parking and loading zones along Riddiford streets need to be reinstated including the area of Riddiford North shops. The public are not left with any practicable access to Wellington Hospital from the street nor level street access from parking and exiting a vehicle to entering the auxiliary medical services such as SCL, Imaging; all car parks need to be reinstated in this area all along Riddiford Street, Adelaide through to Courtney Place. Not enough car parks to get to After Hours Medical Center, over 300 patients daily at peak per day use the After Hours Medical Center services how are 5 car parks going to service that load of patients? Even the WCC officers that want to take their families to after hours are suggesting they will drive, where will these WCC officers park let alone people in need of medical care that may well be in worse positions than that of WCC officers. Not enough options have been considered for the areas such as the shops at the John Street intersection this small area would be better served with a slow zone with NO removal of car parks or loading zone. Elderly and mobility compromised have been excluded in the design to the advantage of cyclists wanting a thoroughfare via these affected suburbs, for example. Patients having to park on the steep hill of Hall Street to attempt to embark and disembark elderly from vehicles for a blood test at SCL, it is a struggle not only for the patient but also the caregiver in a city that is 6-9 months of the year in wintery and/or windy conditions. The pedestrian should have priority over the cyclist for a level park and entry to medical care.

Heritage buildings & areas need to be protected & their economic value retained by the buildings housing functioning profit making businesses they are at risk in this proposal from WCC for it's future planning.

Roads have been constricted in Newtown to one lane causing traffic to back up down Adelaide Road, up John Street, down Wallace Street. Congestion will only be added to if changes occur along Kent and Cambridge Terraces. These arterial routes due to poor design of this TR will congest all traffic from East, South and West which is already evident through the Mt Victoria Tunnel in either direction.

Along Adelaide Road the parks should be reinstated as very few buses and cyclists use the roads in either direction during the day. The 7am – 9am and 4pm to 6pm should be retained as it is more than adequate for the cyclist and buses.

Cambridge/Kent Terraces to Vivian St: The proposed closure of the two turnaround areas between Kent & Cambridge Terraces (opposite Barker St & Fifeshire Ave) is ill considered and impractical. These closures will force traffic flows into already heavily congested areas. This will also add to congestion heading north via the Arras tunnel to Taranaki St in the city and State Highway One heading north. These closures and consequential delays (inconvenience) will also unduly affect the ability of local businesses to service their existing customer's needs and attract new custom. This forced extra congestion around these very busy roads does not support the LGWM initiative touted by WCC. This could be resolved simply by adding Stop signs & road markings to the two turn around areas where cyclists cross them. This is normal current practice at intersections across NZ and will allow for the smooth flow of bicycles and allow vehicles to share the road and keep traffic flowing and local businesses accessible & operational. Vehicles heading north on Cambridge terrace (towards Courtenay Place) will not be able to conveniently turn into Kent Terrace before Vivian St, so will be delayed by the long streams of heavy traffic coming down Vivian Street into Kent Terrace (governed by traffic lights). These delays will also affect the flow of cyclists heading to Courtenay Place and their workplaces/destinations in the city. Many of the local businesses are successful new vehicle vendors introducing the latest overseas models with EV technology to a market desperate to contribute to lower emissions and meeting carbon targets. If lower emissions targets are the major catalyst for this proposed cycleway, note use of EV and other non-fossil fuel technologies will be a more significant contributor to emission reductions than introducing dedicated cycle lanes.

Submission ends.

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**Feedback**



<b>NAME:</b> [REDACTED]	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

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**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
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**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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Submission ends.

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**Feedback**



<b>NAME:</b> [Redacted]	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

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**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
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**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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traffic resolution	(TR173-22)
Personal / business /Building Name choose one	
Address	
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## Feedback



<b>NAME:</b> Ryan O'Connell	<b>SUBURB:</b> Other	<b>ON BEHALF OF:</b> Switched on Bikes	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

**Feedback**



<b>NAME:</b> Jee	<b>SUBURB:</b> Karori	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

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

<b>Walking in the area?</b>	<b>Neutral</b>
<b>Using the bus?</b>	<b>Neutral</b>
<b>Riding bikes?</b>	<b>Neutral</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very negative</b>
<b>Living in the area?</b>	<b>Neutral</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very negative**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Not important</b>	<b>Not important</b>

## Feedback



NAME: Kayte Fairfax	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

I am an electric cargo bike rider (and car driver) who transports my three children on my bike. I need both to transport them in all weather. I bought my cargo bike as a personal act to combat climate change and want to transition to as full bike riding as I can. As a driver, I also think carefully about the needs of less mobile people who cannot ride, or easily take public transport such as the elderly, the disabled, parents with very young children (I had three under two years of age, and needed my car to transport them until they were old enough to sit on the bike), and hospital users who have emergency needs. We must forge ahead with courage to reduce carbon emissions and so I support this plan even though I too, like to have a car park when I need one. As a bike rider, road safety is critically important (I have had three near misses including with car doors on Adelaide road etc) and so I support this plan, and your latest amended plan for the Mein street intersection (I agree the current bike lane doesn't work well, forcing me to cross traffic). My further points are that: wider bike lanes feel safer (the design of the white lane divider lumps on the Island Bay one seems to have taken space from the lane) - and this is especially the case for cargo bikes which are longer and wider. Wider lanes, or two way lanes also allow cyclists to overtake each other - this happens naturally due to different bike designs, people's speed, and of course, some being electric. I like high vertical dividers - they feel safer. The red platform surface at the hospital bus stop bike lane path feels dangerous - it does not have enough traction, and is dangerous when wet - my friend had a bad bike accident on it. Bike parking stands need to be increased and reviewed to ensure they fit wider cargo bikes. For example, the hospital main entrance bike stand is nearly always full, and the spaces are too narrow to fit cargo bikes. Newtown supermarket used to have bike 'wheel' lock stand, which was too narrow for cargo bike tyres. People will only adapt to cycle use if they feel they and their bikes are safe. (Related to that, people will only use more public transport if it is cheap and they are warm and dry at bus-stops. The state of most bus stops in wellington is appalling considering our weather). Two further ideas: I think there needs to be driver education campaign about the fact that electric bikes go faster than normal bikes. I think cyclists need urgent education on how to be seen. The Council could consider giving out free large fluoro vests etc - it should be the norm for cyclists to wear both fluoro (I do) and helmet. As a car driver, with children at Newtown school and a family member in ICU, I strongly suggest the following: urgent review of drop-off/pick-up arrangements for children at the school in Mein St. It is very difficult (and dangerous) currently, with a tiny yellow lined area outside the school gate where only one car can fit. The drop off area and timeframe should be extended and properly designed to ensure children are safe (my son was almost hit by traffic the other day). Second, the Riddiford street parks outside the hospital were well used by patients. There need to be



emergency parks allocated (and signposted) by the hospital or Council on hospital grounds for family of terminal ICU patients. Currently, A and E patients can get free parking, but ICU patients are often much more ill, and families need an urgent carpark when they get the call that someone is critically ill/dying. More disabled parks at hospital carpark would perhaps be helpful.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Don't know
Visiting a business in the area?	Don't know
Living with mobility or accessibility issues?	Positive

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Very positive

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Very important	Very important

118111072697

**Feedback**



<b>NAME:</b> [Redacted]	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL SUBMISSION</b> Yes
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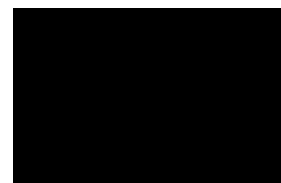
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## Feedback



<b>NAME:</b> Mel	<b>SUBURB:</b> Other	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
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**Stongly oppose**

**Please provide any comments here:**

it is ridiculous that you take away the only free easy carparks away from the hospital, this strongly affects the way in which people access the hospital especially when it is almost impossible to get a carpark during the day as it is. it is not fair especially at the way the road is as well which is really confusing and hard to use safely due to all the random poles and road. i have had issues trying not to crash while taking my 8 month old to ED. this was designed poorly and didn't think about how to make it easy to get in and out of the hospital safely which i think should be a priority. Are we disadvantaging the people that need to get into the hospital at the benefit of those who are healthy and can cycle?

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

<b>Walking in the area?</b>	Neutral
<b>Using the bus?</b>	Don't know
<b>Riding bikes?</b>	Positive
<b>Driving vehicles/or riding motorbikes?</b>	Very negative
<b>Living in the area?</b>	Negative
<b>Working/owning a business in the area?</b>	Very negative
<b>Visiting a business in the area?</b>	Very negative
<b>Living with mobility or accessibility issues?</b>	Very negative

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Neutral

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

Low importance

**How important is it to make street improvements so buses are quicker and more reliable?**

Moderate importance

## Feedback



<b>NAME:</b> Helen Moriarty	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

It is Unrealistic of the WCC to expect that wellington will become a city of Cyclists, due to a number of factors such as our weather, wind, the hills. But it is very realistic to make us a city of public transport users. Therefore I want my rate-payer \$'s to go towards the option that will benefit the most number of people. Newtown already has successful peak-only bus lanes along Adelaide Rd, they allow for busses to avoid traffic when it's most important. Cyclists can use these too keeping them away from the cars. Expanding the peak-time bus lanes would be the best option to encourage public transport use and also mitigate negative impacts on businesses because NOT completely remove short-stay car-parking spaces that are used by hundreds of people a day. I think there is a way to encourage public transport use, give commuting cyclists safer passage and support local businesses - and that is with peak-time bus lanes for busses and bikes. Recently the WCC advertised it's fancy new electric cars and admitted that sometimes a car is a necessity. Therefore the WCC need to recognize that are times when public transport or bikes are just not an option, such as getting kids (and their gear) to weekend sports. Currently the Newtown cycleway changes have created huge congestion all through Newtown when there previously was none. People have no choice but to use their cars and the road changes are actually increasing carbon emissions due to the standstill traffic jams. Not to mention the animosity towards cyclists that has come about due to the poor design and the WCC failing to listen it's rates payers. Give us peak-time bus/buke lanes, stipulate better working conditions and contribute the Regional councils bus services to increase wages, remove split shifts and ultimately make driving a bus an attractive job. because Wellington Residents will continue to drive their cars without a reliable bus service. One that does not cancel the busses regularly or is constantly late.

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

<b>Walking in the area?</b>	Neutral
<b>Using the bus?</b>	Neutral
<b>Riding bikes?</b>	Negative
<b>Driving vehicles/or riding motorbikes?</b>	Very negative
<b>Living in the area?</b>	Very negative
<b>Working/owning a business in the area?</b>	Very negative
<b>Visiting a business in the area?</b>	Very negative



<b>Living with mobility or accessibility issues?</b>	<b>Very negative</b>
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**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

<b>Neutral</b>
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<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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<b>Not important</b>	<b>Moderate importance</b>
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118111758482

## Feedback



<b>NAME:</b> John Faisandier	<b>SUBURB:</b> Mount Victoria	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

I think these proposed changes are very good and will make cycling and passenger transport more attractive. It does mean that cars will go slower which is also a good thing. People have become used to having cars go as fast as they can along Adelaide Rd. They will soon get used to going slower, and it may even prompt people to review the way they travel this route, and consider the bus or bike option. I sold my car nearly three years ago and have an eBike. I don't worry about the weather because I wear proper wet weather gear and a good high vis jacket. Also the wind and the hills are not a problem for an eBike. When I do need to use a car I use one of the share cars available, CityHop or Mevo. I do have to think ahead for these, but if there were fewer private cars and more share cars everyone would benefit. There will be people complaining about the changes at first but eventually they will get used to it. So Kia Kaha with these changes.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Neutral</b>
<b>Living with mobility or accessibility issues?</b>	<b>Positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long-term impact of the proposed changes to these routes will be:**

**Very positive**

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

**Very important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Very important**

118112425578



**1905 IN NEW YORK CITY  
SPOT THE CAR?**



**1913 IN NEW YORK CITY  
SPOT THE HORSE?**



## Feedback



<b>NAME:</b> Thomas Bryan	<b>SUBURB:</b> Lyllall Bay	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Oppose**

**Please provide any comments here:**

I have used the new bus stops outside the hospital. I have found it to be dangerous. The surface is slippery in the wet. I find while some cyclists slow down most I have come across do not when people are walking across from the footpath to the bus stop or when there is a bus at the stop. There are also gaps in the surface, so easy for people to trip on. Lighting is also limited at night with no light at the head of the bus stop. While we all want cyclists to be safe, we too as pedestrians need to feel safe. I currently don't and try to avoid where possible using these stops. I therefore don't support the current design and want to see an improved design before any more stops are rolled out.

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

<b>Walking in the area?</b>	<b>Positive</b>
<b>Using the bus?</b>	<b>Very negative</b>
<b>Riding bikes?</b>	<b>Don't know</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very negative</b>
<b>Living in the area?</b>	<b>Don't know</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Moderate importance</b>	<b>Very important</b>

**Moderate importance**

**Very important**

## Feedback



<b>NAME:</b> Simon	<b>SUBURB:</b> Melrose	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

I'm a cyclist. I have been using that route for 10 years. I've had issues since it was build. Now the bike lane is fenced off there are pedestrians who walk in the lane confidently in front of the bike. Also get people off the bus walking in front of me. I wish you hadn't messed with it as it has made things worse. I also feel for the local shops and car drivers, for example those with kids

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

<b>Walking in the area?</b>	Negative
<b>Using the bus?</b>	Don't know
<b>Riding bikes?</b>	Negative
<b>Driving vehicles/or riding motorbikes?</b>	Very negative
<b>Living in the area?</b>	Neutral
<b>Working/owning a business in the area?</b>	Very negative
<b>Visiting a business in the area?</b>	Very negative
<b>Living with mobility or accessibility issues?</b>	Negative

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very negative**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
Low importance	Low importance



## Feedback



<b>NAME:</b> Bryan Crump	<b>SUBURB:</b> Highbury	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

Newtown is both an important thoroughfare and destination. It lies pretty much halfway along the flattest direct route linking with city with the south coast (we cyclists take notice of things like that....). At present Newtown is a challenge for a lot of riders. If we are to encourage more people to experience the joys and benefits of cycling - this key route must be part of a wider cycling network. On the subject of Bus Lanes, I think Kent and Cambridge Terrace should be 24/7 bus lanes 7 days a week. Some of our worst traffic on that stretch of road is now during weekends. Weekends are where our public transport system really needs to step up. Not much point in getting the No 1 to Newtown on a Saturday or Sunday afternoon, if it's going to be stuck in the same traffic as everything else?

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

<b>Walking in the area?</b>	Positive
<b>Using the bus?</b>	Positive
<b>Riding bikes?</b>	Positive
<b>Driving vehicles/or riding motorbikes?</b>	Neutral
<b>Living in the area?</b>	Positive
<b>Working/owning a business in the area?</b>	Positive
<b>Visiting a business in the area?</b>	Positive
<b>Living with mobility or accessibility issues?</b>	Positive

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Positive

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
Very important	Very important

**Feedback**



<b>NAME:</b> Nadine	<b>SUBURB:</b> Aro Valley	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

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

<b>Walking in the area?</b>	<b>Neutral</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Neutral</b>
<b>Living in the area?</b>	<b>Positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Neutral</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

## Feedback



NAME: Steve Dunn	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Oppose**

**Please provide any comments here:**

**\_TRANSITION OT SINGLE LANE AND 24/7 BUS LANE IS HARD TO READ.** Traffic to city transitioning into single lane at Riddiford St (before Hall /St) don't see the 24/7 bus lane until too late - change of lanes + bus restriction needs signage high up to give warning of 2 lane reducing to 1 lane, like on traffic signal high cross arms. Traffic is currently ignoring bus lane designation either through frustration in waiting or not realising it is 24/7 **\_WAITING TRAFFIC WILL RESULT IN TAILS THAT CREATES CONJESTION** Single lane for vehicles city bound to Adelaide Road section with 24/7 bus lane will result in a tails of waiting traffic with flow on to road network south, particularly at the John St intersection **\_LOSS OF DEDICATED RIGHT TURNS ON ADELAIDE** Current right turning traffic on Adelaide Road have dedicated right turn lanes to side roads but will not be provided so right turning traffic will hold up following traffic, stopping vehicles behind and creating tails if 24/7 bus lane is strictly followed and no traffic allowed to enter the bus lane and overtake the right turning vehicle. Turning traffic safety is compromised. **\_STREET CONNECTIVITY** to Mt Victoria streets and the Mt Vic tunnel is lost by closing u turn islands and no right turn at Pirie Street for northbound traffic from southern suburbs / Basin Reserve creating additional pressure on the Elizabeth St intersection. Joining traffic to get to the mt vic tunnel is safer if using the u turn access instead of at the Basin slip road **\_COST TO LOCAL RESIDENTS** RESIDENTS in the Hall /Adelaide/Nikau St block will have to have resident stickers to allow parking beyond the 120 limit - residents only stickers should be free and a fee forced on them if the current system is used **\_GET E-SCOOTERS OFF FOOTPATHS** Microscooter users still speed and weave around pedestrians. They should be forced to use the cycle lane to match the speed of users

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Don't know
Visiting a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative



Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:

Neutral

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

Low importance

How important is it to make street improvements so buses are quicker and more reliable?

Important

118113950892

**Feedback**



<b>NAME:</b> [Redacted]	<b>SUBURB:</b> Khandallah	<b>ON BEHALF OF:</b>	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

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**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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To	info@wcc.govt.nz
Submission:	Proposed bus and bike improvement from Newtown to the waterfront via Riddiford Street, Adelaide Road, Cambridge Terrace and Kent Terrace  Please send this submission to the above proposed changes by WCC and traffic resolution.
traffic resolution	(TR173-22)
Personal / business /Building Name choose one	Carol Radford
Address	[REDACTED]
email address	
Privacy	<b>I do not want my personal details nor contact details in the public arena.</b>
Oral submission	<b>Reserve the right to make an oral submission</b>

**STRONGLY OPPOSE** CHANGED ASPECTS AND FUTURE ASPECTS of this TR and cycleway, bus improvements.

Submission period needs to be lengthened to 21 weeks, currently WCC have too many requests for submissions that substantially impact Wellingtonians and those interacting with Wellington. To present submissions to WCC and do justice in such a short space of time for citizens is too steep to ask of the ratepayers time. The length of this cycleway has very diverse needs in each of its sections, a broad brushstroke approach for all streets and intersections applied from other suburbs will make the functional streets and intersections of this route dysfunctional, simply put more time needed by individuals, businesses and property owners to submit is required.

Not enough consultation has been done with individuals, businesses and property owners for such a substantial hinderance to Wellingtonians.

Cyclists should be registered with license plates and have WOFs to be on roads and footpaths, people are being injured or threatened by riders that simply can not be traced.

Do not want dedicated lanes for cycles and buses, the roads are for **sharing**. Want all parks and loading zones reinstated as they were prior to the cycleway installation and a decent design plan that is a win-win for all be discussed and designed.

The numbers of cyclists (currently and likely in future) using this proposed cycleway does not support the undoubted upheaval and negative consequences created by the proposal. WCC is using numbers that have not been properly validated with empirical evidence and cherry picking anecdotes from cycleways overseas as well as creating scare tactics around an apparent current lack of safety for cyclists. The cycleway creation is a general installation that does not take into account at least 7 sections of the road that have very different uses along the route for the residents, business and people coming into these areas; they have been excluded/will be excluded from using the areas at the advantage of cyclists; again a detrimental impact to groups excluded by WCC.. There is no supporting data to prove the massive predicted increase by the council of 76% might cycle. The survey questions don't ask the right questions. They are biased and created to suit the agenda. Please consider the detailed analysis by Tailrisk Economics August 2022 Report on the WCC Cycleway.

WCC has no economic impact on effects of creating cycle lanes and dedicated bus lanes along route. WCC have no feasibility study on the impacts of Wellington citizens, its environment and emissions output has been correlated only biased funneling of information on very small data sets has occurred of approximately 600 for Botanic gardens for example given the population of Wellington and the seasonal population of Wellington this minute statistic can not be held as the pivotal figure of change for the Botanic Gardens area nor similar deductions for other parts of Wellington, the correlation is very poor.

Where are the success and failure criteria for this project?

The council Business Case and MCA (Multi Critical Analysis) of the route with the myopic selection of stakeholders and assessment criteria is scandalous, with little or no consideration of resident property assets, business interests, or wider traffic implications. Publishing this type of analysis to back an orchestrated outcome is despicable and has no place in a professional public service.



"Transitional trialling with future feedback potentially allowing for change" of the Cycleway reducing Riddiford Street to one lane has already been done. We argue that there is enough data and information to remove the trial. The cross over near the Mein Street and Riddiford Street is mayhem to traverse and dangerous, this is poorly designed. Mainly to get cyclists from the hospital, a better design would have been to make the hospital workers that cycle use a lane within the hospital property and exit on Mein street and flow with traffic and open the vehicular lane to Mein street again to stop the constriction deliberately created to make traffic, emergency services and freight come to their knees and drive further increasing emissions. The options of bi-passing traffic flows has not been considered, if they were there would be bigger benefits to the areas of this route.

All parking and loading zones along Riddiford streets need to be reinstated including the area of Riddiford North shops. The public are not left with any practicable access to Wellington Hospital from the street nor level street access from parking and exiting a vehicle to entering the auxiliary medical services such as SCL, Imaging; all car parks need to be reinstated in this area all along Riddiford Street, Adelaide through to Courtney Place. Not enough car parks to get to After Hours Medical Center, over 300 patients daily at peak per day use the After Hours Medical Center services how are 5 car parks going to service that load of patients? Even the WCC officers that want to take their families to after hours are suggesting they will drive, where will these WCC officers park let alone people in need of medical care that may well be in worse positions than that of WCC officers. Not enough options have been considered for the areas such as the shops at the John Street intersection this small area would be better served with a slow zone with NO removal of car parks or loading zone. Elderly and mobility compromised have been excluded in the design to the advantage of cyclists wanting a thoroughfare via these affected suburbs, for example. Patients having to park on the steep hill of Hall Street to attempt to embark and disembark elderly from vehicles for a blood test at SCL, it is a struggle not only for the patient but also the caregiver in a city that is 6-9 months of the year in wintery and/or windy conditions. The pedestrian should have priority over the cyclist for a level park and entry to medical care.

Heritage buildings & areas need to be protected & their economic value retained by the buildings housing functioning profit making businesses they are at risk in this proposal from WCC for it's future planning.

Roads have been constricted in Newtown to one lane causing traffic to back up down Adelaide Road, up John Street, down Wallace Street. Congestion will only be added to if changes occur along Kent and Cambridge Terraces. These arterial routes due to poor design of this TR will congest all traffic from East, South and West which is already evident through the Mt Victoria Tunnel in either direction.

Along Adelaide Road the parks should be reinstated as very few buses and cyclists use the roads in either direction during the day. The 7am – 9am and 4pm to 6pm should be retained as it is more than adequate for the cyclist and buses.

Cambridge/Kent Terraces to Vivian St: The proposed closure of the two turnaround areas between Kent & Cambridge Terraces (opposite Barker St & Fifeshire Ave) is ill considered and impractical. These closures will force traffic flows into already heavily congested areas. This will also add to congestion heading north via the Arras tunnel to Taranaki St in the city and State Highway One heading north. These closures and consequential delays (inconvenience) will also unduly affect the ability of local businesses to service their existing customer's needs and attract new custom. This forced extra congestion around these very busy roads does not support the LGWM initiative touted by WCC. This could be resolved simply by adding Stop signs & road markings to the two turn around areas where cyclists cross them. This is normal current practice at intersections across NZ and will allow for the smooth flow of bicycles and allow vehicles to share the road and keep traffic flowing and local businesses accessible & operational. Vehicles heading north on Cambridge terrace (towards Courtenay Place) will not be able to conveniently turn into Kent Terrace before Vivian St, so will be delayed by the long streams of heavy traffic coming down Vivian Street into Kent Terrace (governed by traffic lights). These delays will also affect the flow of cyclists heading to Courtenay Place and their workplaces/destinations in the city. Many of the local businesses are successful new vehicle vendors introducing the latest overseas models with EV technology to a market desperate to contribute to lower emissions and meeting carbon targets. If lower emissions targets are the major catalyst for this proposed cycleway, note use of EV and other non-fossil fuel technologies will be a more significant contributor to emission reductions than introducing dedicated cycle lanes.

**Feedback**



<b>NAME:</b> [Redacted]	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> Business-Office Bar	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

**Please provide any comments here:**

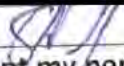
**Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:**

<b>Walking in the area?</b>	<input type="text"/>
<b>Using the bus?</b>	<input type="text"/>
<b>Riding bikes?</b>	<input type="text"/>
<b>Driving vehicles/or riding motorbikes?</b>	<input type="text"/>
<b>Living in the area?</b>	<input type="text"/>
<b>Working/owning a business in the area?</b>	<input type="text"/>
<b>Visiting a business in the area?</b>	<input type="text"/>
<b>Living with mobility or accessibility issues?</b>	<input type="text"/>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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<input type="text"/>	<input type="text"/>
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	Please send this submission to the above proposed changes by WCC and traffic resolution. (TR173-22)	
email address	[REDACTED]	
Personal / business /Building Name choose one	Business-Office Bar	
Address	[REDACTED]	
Signature		Date 26th August 2022
Privacy	I do not want my personal details nor contact details in the public arena.	
Oral submission	Reserve the right to make an oral submission	

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The numbers of cyclists (currently and likely in future) using this proposed cycleway does not support the undoubted upheaval and negative consequences created by the proposal. WCC is using numbers that have not been properly validated with empirical evidence and cherry picking anecdotes from cycleways overseas as well as creating scare tactics around an apparent current lack of safety for cyclists. The cycleway creation is a general installation that does not take into account at least 7 sections of the road that have very different uses along the route for the residents, business and people coming into these areas; they have been excluded/will be excluded from using the areas at the advantage of cyclists, again a detrimental impact to groups excluded by WCC. There is no supporting data to prove the massive predicted increase by the council of 76% might cycle. The survey questions don't ask the right questions. They are biased and created to suit the agenda. Please consider the detailed analysis by Tailrisk Economics August 2022 Report on the WCC Cycleway.

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The council Business Case and MCA (Multi Critical Analysis) of the route with the myopic selection of stakeholders and assessment criteria is scandalous, with little or no consideration of resident property assets, business interests, or wider traffic implications. Publishing this type of analysis to back an orchestrated outcome is despicable and has no place in a professional public service.



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All parking and loading zones along Riddiford streets need to be reinstated including the area of Riddiford North shops. The public are not left with any practicable access to Wellington Hospital from the street nor level street access from parking and exiting a vehicle to entering the auxiliary medical services such as SCL, Imaging; all car parks need to be reinstated in this area all along Riddiford Street, Adelaide through to Courtney Place. Not enough car parks to get to After Hours Medical Center, over 300 patients daily at peak per day use the After Hours Medical Center services how are 5 car parks going to service that load of patients? Even the WCC officers that want to take their families to after hours are suggesting they will drive, where will these WCC officers park let alone people in need of medical care that may well be in worse positions than that of WCC officers. Not enough options have been considered for the areas such as the shops at the John Street intersection this small area would be better served with a slow zone with NO removal of car parks or loading zone. Elderly and mobility compromised have been excluded in the design to the advantage of cyclists wanting a thoroughfare via these affected suburbs, for example. Patients having to park on the steep hill of Hall Street to attempt to embark and disembark elderly from vehicles for a blood test at SCL, it is a struggle not only for the patient but also the caregiver in a city that is 6-9 months of the year in wintery and/or windy conditions. The pedestrian should have priority over the cyclist for a level park and entry to medical care.

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Along Adelaide Road the parks should be reinstated as very few buses and cyclists use the roads in either direction during the day. The 7am – 9am and 4pm to 6pm should be retained as it is more than adequate for the cyclist and buses.

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**Feedback**



<b>NAME:</b> Catharine Underwood	<b>SUBURB:</b> Brooklyn	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

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**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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## Greetings

This is my submission on the Newtown bus and cycle lane along Riddiford Street outside the hospital. I would like to speak to the submission. I am an individual. I am a daily cyclist all over the city.

I cannot understand why the council has chosen this piece of road for a cycle lane resulting in the removal of all parking. It is basically giving the fingers to anyone who isn't one of the few cyclists that use the road. The parking is vital for those visiting family and friends ill at hospital. It is important for those attending appointments at the hospital – either specialists or outpatients. The bus services, since it was rejigged into hubs etc is worse.

I just can't see why cyclists can't use the Daniel/Coromandel parallel side streets if they aren't confident on the road. This stretch of road is a major route between town and the hospital. The hospital is a destination and needs to be easily accessible to all – not just cyclists. The current temporary arrangement does not make it easier for pedestrian or bus users. It pitches them against cyclists.

It is incredibly disadvantageous for those businesses along the street – the physio, the cancer society and the acupuncture place. All these are usually visited by people who are stressed enough without having to walk miles for a place to find a park. Also, some of these visitors are not regular users so will find the whole precinct an unpleasant/confusing experience. The bus service isn't good enough to use when you have to be anywhere quickly – of the 4 buses I tried to catch recently, only 1 actually turned up when it said it was due.

The ability of any 'compensation' actions to be monitored by the council are to be questioned. The council did a wonderful job of negotiating 12 car parks under Countdown supermarket. For those wanting to shop at the Second hand shop, the bookshop or the takeaway places. Upon reviewing some years later, only 6 of those were findable and they were in the most difficult place to access. The council needs to monitor these agreements or not make them in the first place.

The road is now a nightmare. There are lines everywhere, poles, coloured paint, ramps all making the navigation very difficult and confusing all while looking out for cyclists. A 3 year old could have designed a better layout.

The cycle lane allows cyclists not to take any responsibility at all for their own safety. There are a number of cyclists who have never driven, don't have a licence so have no idea of the road rules. A red light means STOP. And it applies to cyclists as well as everyone else on the road. The cyclist would be the first to be angry at a car that goes through a red light but there are many a cyclist that go through a pedestrian green man/green Carmen and also red lights. I see it every day all over the city.

I see cyclists with no helmets, I see cyclists with no lights, nothing to show any sort of visibility to anyone else, all in black. There has to be some sort of accountability for their own safety as well. The city can't be held to ransom by a selfish few. (I am a cyclist, and cycle all over town most days of the week at all times of day. I wear a \$2 orange reflector vest at all times and have lights at the back and the front at all times. It's not hard to do. And I follow the road rules. Also not hard to do). Respect gets respect.

I fail to see how making pedestrians and public transport users and those with mobility issues cross the footpath and then the cycle lane to get to a bus. And at the same time, look to see what number bus it is, flag it down and look for cyclists and manoeuvre the cold, wind and rain while considering the bad news from the latest test results. An insult to public transport users and pedestrians. There is no way this set up 'makes it safer for all users' which seems to be the mantra for these changes. As I've said before, what are the cycle lane designers on and can I have some please.



From what I've seen, not all cyclists use the cycle lane (good on them) so it obviously isn't that fit for purpose. The installation of a bus lane heading north is to be commended. But when there are no buses, there is a long line of traffic spending a lot more time idling in the queue creating just as many if not more than before.

I believe in bus lanes but not at the expense of blocking every other vehicle using the space. Make it mandatory for all other users to let a bus into the traffic, including cyclists having to give way to buses, rather than hold up honest citizens going about their business. When watching the farce created by the council there one day, there was a bus blocking all the traffic heading south, the other lane heading south was full, there were no cyclists on either side of the road, no bus on the north bound lane. The two police cars with sirens blaring had to drive on the wrong side of the road to get south to whatever emergency they were going to. Luckily there was no traffic in the oncoming lane. This layout gives no room for passing ambulances, fire engines or police heading to an emergency.

All for a few rush hour cyclists.

I recommend that the council install clearways during the rush hour for the majority of cyclists, a bus lane for the same times and parking for the times of the day.

The current rush to install cycle lanes has no method and is only madness, fuelled by the cycle lobby at the expense of any other group of people. It inconveniences businesses, emergency vehicles, residents, and is not safer for all other uses. The sooner we stop trying to be the Netherlands the better.

The council is asking the wrong questions on its 'on line feedback' forms. It is all about a tick box. You can actually just tick all the boxes that suit you without actually having to read the proposal. The questions should be based around questions that need a comment and reason 'do you think removing the 10 minute parking outside the dairy will be good for business', 'would you consider parking on some of the steepest streets in Wellington if your residents parking was removed and replaced around the corner for approx. 80 cyclists a day?', 'Do you have a bike at present?', 'Do you consider all the parking outside the Botanic Gardens, one of the best free attractions in Wellington should be removed to suit cyclists'. Or even, 'if you currently cycle and it is raining, do you still cycle or drive or catch a bus?', 'Do you think a clearway during rush hour would be a start to make it easier to cycle for you. The current system for online feedback is only done so a computer can 'analyse' into the groups and come up with a yes/no statistic and is cheaper than the alternative.

The council keeps saying 76% more people would cycle with better cycle lanes. But the numbers of cyclists doesn't reflect that with a reduction since February 2020. The usual comeback is that the cycle lanes were installed during covid. But have you not read that fewer people are going into the city to work.

I do believe that changes have to be made by all, to combat climate change. I also believe that those that can cycle should be encouraged to. The council needs to take the ratepayers and residents with them. This isn't done with the current 'cycles good everything else bad' approach. Start with a clearway and build on that so people don't feel disenfranchised. And stop having monthly meeting with the cycle lobby.

Kind regards

A large black rectangular redaction box covering the signature area.

Please do not disclose my full name and details in the public arena.

## Feedback



<b>NAME:</b> Catriona McBean	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> dsport	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Oppose**

**Please provide any comments here:**

The establishment of cycleways is privileging cyclists at the expense of other members of the community. The needs of disabled members of the community do not appear to be taken into consideration. The removal of car parks make access to facilities and amenities difficult for members of our community with mobility needs and use private vehicles. The designs are ableist and assumptions on the impact of cycleways is ill informed from a disability perspective. Disabled people are already marginalised in our community and the designs of the cycleways are removing them from the few opportunities they currently have. The outcome is disabled people are losing the few opportunities they have to accommodate for a group in the community which have full access. The privileging of cyclists who do not make up the 1 in 4 (25%) of the community that disabled people do is not creating an inclusive city, rather an exclusive and segregated city. Those that have are getting more, while those that have less are being provided nothing. It would be great to see the level of investment into cycleways being put into making Wellington a truly accessible city.

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very negative</b>
<b>Living in the area?</b>	
<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	<b>Negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Neutral**

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

**Moderate importance**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Moderate importance**

118114258883



## Feedback



<b>NAME:</b> Guy Shaw	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> Energy Architecture NZ Ltd	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

More separation at intersections please

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Very positive

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
Very important	Very important

## Feedback



<b>NAME:</b> Garesh Sukha	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

There Was Nothing Wrong With The Old Layout

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

<b>Walking in the area?</b>	<b>Neutral</b>
<b>Using the bus?</b>	<b>Neutral</b>
<b>Riding bikes?</b>	<b>Positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very negative</b>
<b>Living in the area?</b>	<b>Very negative</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Negative**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Low importance</b>	<b>Important</b>

**Feedback**



<b>NAME:</b> [Redacted]	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
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**Please provide any comments here:**

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**How important is it to make street improvements so buses are quicker and more reliable?**

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To	info@wcc.govt.nz
Submission:	Proposed bus and bike improvement from Newtown to the waterfront via Riddiford Street, Adelaide Road, Cambridge Terrace and Kent Terrace  Please send this submission to the above proposed changes by WCC and traffic resolution.
traffic resolution	(TR173-22)
Personal / business /Building Name choose one	[REDACTED]
Address	[REDACTED]
email address	[REDACTED]
Privacy	<b>I do not want my personal details nor contact details in the public arena.</b>
Oral submission	<b>Reserve the right to make an oral submission</b>

**STRONGLY OPPOSE** CHANGED ASPECTS AND FUTURE ASPECTS of this TR and cycleway, bus improvements.

Submission period needs to be lengthened to 21 weeks, currently WCC have too many requests for submissions that substantially impact Wellingtonians and those interacting with Wellington. To present submissions to WCC and do justice in such a short space of time for citizens is too steep to ask of the ratepayers time. The length of this cycleway has very diverse needs in each of its sections, a broad brushstroke approach for all streets and intersections applied from other suburbs will make the functional streets and intersections of this route dysfunctional, simply put more time needed by individuals, businesses and property owners to submit is required.

Not enough consultation has been done with individuals, businesses and property owners for such a substantial hinderance to Wellingtonians.

Cyclists should be registered with license plates and have WOFs to be on roads and footpaths, people are being injured or threatened by riders that simply can not be traced.

Do not want dedicated lanes for cycles and buses, the roads are for sharing. Want all parks and loading zones reinstated as they were prior to the cycleway installation and a decent design plan that is a win-win for all be discussed and designed.

The numbers of cyclists (currently and likely in future) using this proposed cycleway does not support the undoubted upheaval and negative consequences created by the proposal. WCC is using numbers that have not been properly validated with empirical evidence and cherry picking anecdotes from cycleways overseas as well as creating scare tactics around an apparent current lack of safety for cyclists. The cycleway creation is a general installation that does not take into account at least 7 sections of the road that have very different uses along the route for the residents, business and people coming into these areas; they have been excluded/will be excluded from using the areas at the advantage of cyclists; again a detrimental impact to groups excluded by WCC.. There is no supporting data to prove the massive predicted increase by the council of 76% might cycle. The survey questions don't ask the right questions. They are biased and created to suit the agenda. Please consider the detailed analysis by Tailrisk Economics August 2022 Report on the WCC Cycleway.

WCC has no economic impact on effects of creating cycle lanes and dedicated bus lanes along route. WCC have no feasibility study on the impacts of Wellington citizens, its environment and emissions output has been correlated only biased funneling of information on very small data sets has occurred of approximately 600 for Botanic gardens for example given the population of Wellington and the seasonal population of Wellington this minute statistic can not be held as the pivotal figure of change for the Botanic Gardens area nor similar deductions for other parts of Wellington, the correlation is very poor.

Where are the success and failure criteria for this project?

The council Business Case and MCA (Multi Critical Analysis) of the route with the myopic selection of stakeholders and assessment criteria is scandalous, with little or no consideration of resident property assets, business interests, or wider traffic implications. Publishing this type of analysis to back an orchestrated outcome is despicable and has no place in a professional public service

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Put Back Parking by hospital

## Feedback



<b>NAME:</b> Patrick Morgan	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> Cycling Action Network	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

Everyone in our community deserves safe and attractive streets. Bike and bus lanes are climate action. I am grateful to the Council for accelerating work on this. This plan will make my rides safer and more enjoyable. I am fed up with having to share busy streets with motor vehicles. Sadly, some drivers put me at risk. This kind of driving is not uncommon:

<https://www.stuff.co.nz/dominion-post/wellington-top-stories/129710543/wellington-cyclist-has-near-miss-with-countdown-delivery-truck> Protected bike lanes massively reduce that risk.

I support the repurposing of street space as much as possible to enable people to travel by public transport, walking, scooting, and cycling. If we continue at our current rate of car use, our transport network will grind to a halt. We need to rebalance street space to make it safer and easier for people to walk, ride, scoot, or use public transport. This plan is consistent with Council goals for climate (Te Atakura) traffic safety, parking, liveability, and equity. Please get on with it.

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

<b>Walking in the area?</b>	<b>Positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**



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

**Very important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Very important**

118114310545

## Feedback



NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Tony	Wadestown	An individual	Yes

**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

The planned cycleway is the most ridiculous idea since the Island Bay fiasco. Dedicated cycleways built between the footpath and bus and vehicle lanes are dangerous for both cyclists and other road users.. Bus passengers will have to cross cycleways to get on or off buses. (Think of the problems this will cause). Cyclists and scooters will have to stop each time a bus stops, (there are 27 bus stops between Island Bay and Courtenay Place). Vehicles turning in and out of businesses (eg fast foods, petrol stations etc.) will have to dodge cyclists speeding through on their left. Any parked vehicles will exacerbate the problem. I predict the "Lycra Brigade" will continue to shun these new cycleways because of congestion and speed differences. The sad fact is that outside of the peak hours of 7 to 9 am and 4 to 6 pm there is hardly any cyclists about the routes into the city. More commuters are working from home, and the only new cyclists are likely to be those living on the flat. LGWM need to consider cycleways which can be shared by buses and cyclists at peak times (as they are now in Thorndon Quay). With just some new cycleway paintwork the city could save about \$250 million.

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

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Visiting a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Neutral**

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

**Not important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Important**

118114314148



**Feedback**



<b>NAME:</b> Langi mitipelo	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Oppose**

**Please provide any comments here:**

Looking over your shoulder to go back into the main street turn is dangerous Why not have timed bus lanes like up adelaide road ? This would keep moving traffic up john street Get rid of the bollard blocking the lane moving towards main st

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

<b>Walking in the area?</b>	Negative
<b>Using the bus?</b>	Negative
<b>Riding bikes?</b>	Negative
<b>Driving vehicles/or riding motorbikes?</b>	Very negative
<b>Living in the area?</b>	Very negative
<b>Working/owning a business in the area?</b>	Very negative
<b>Visiting a business in the area?</b>	Very negative
<b>Living with mobility or accessibility issues?</b>	Very negative

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Neutral**

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

**Low importance**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Important**

## Feedback



<b>NAME:</b> Jochem Vink	<b>SUBURB:</b> Johnsonville	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

Hi, I am currently living in Johnsonville but about to move to Newtown. An important reason for moving for me was this planned project, where I am hoping to have a safe and quick route into town. I bike currently every day from Johnsonville to Kelburn. I am very much looking forward to biking this new route. There are a couple of potential improvements. Firstly, I find that many bike paths and also this proposed bike path would benefit from extra green paint. It makes it very clear for all road users what part is meant for which road user. I find it sometimes unclear whether I am still on a bike path or just a shoulder. I am happy with moving parking spots from main roads to side roads, main roads are too important for flow through to be shared with immobile parked cars.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Negative</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Important</b>

## Feedback



NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Greg Bond	Crofton Downs	An individual	Yes

### Do you support the proposed changes to the Newtown to city route?

These include traffic resolution TR173-22

**Strongly support**

### Please provide any comments here:

It is imperative that these changes are made rapidly, and made in full. The status quo, 'do nothing' approach advocated by some is nothing short of negligent in the twin contexts of a growing city population, and of our changing climate (and the adaptations that, like it or not, we will all have to make). Doing nothing, or watering down the proposals, will inevitably only lead to increasing motor vehicle use, road congestion, and worsening air quality for all using or living near the route. Providing safe, separated cycling infrastructure will not only allow a huge increase in safety for current riders, it will also facilitate new / less confident riders to begin using their bikes more frequently & over greater distances. There is latent demand for this - as we all saw during the initial covid lockdowns a few years ago. Secondly, a connected network of contiguous safe cycle routes along our core roads will also advantage those who must (or feel that they must) continue to drive motorised vehicles. There will be less conflict of speed between motor vehicles and bicycles, allowing for more reliable journey times (and less chance of a collision), and with every person who cycles instead of driving, there will be fewer vehicles to contend with, making for less congestion (again, better journey time reliability). Thirdly, implementing this in full is beneficial environmentally - both in terms of carbon reduction and air quality improvements. The latter, in addition to cycling + walking in themselves, is immensely positive for peoples' physical health, not to mention the lesser recognised positive effects on psychological well-being too. The current changes to Riddiford Steeet are very welcome, though tempered with the disappointment of their scope being limited and curtailed by the hysterical over-reaction of some. I find the temporary bike lanes intuitive, and find riding along them substantially easier + safer than being mixed with general traffic (and all that that entails). One change I would like to see is the provision of specific bike traffic-lights adjacent to the main traffic lights, as already happens in Christchurch for example. I would apply very similar arguments as above to the provision of permanent bus lanes (and eventually mass transit) along the route, noting too GWRC's ongoing project to fully electrify the bus fleet as an additional positive here. Greater bus service reliability (& indeed capacity released by having dedicated lanes along the length of the route) will promote increased patronage. Finally, in a nod to the businesses who are perhaps hesitant about the proposed changes, or those siren voices who are "outraged" about the loss of on-street parking. Change is sometimes hard. But what do they value more: one or two customers per hour turning up by car (and many more not turning up because the carparks are already taken); or an upturn in business provided by easy, safe means for many many more people to get to them? By all means provide sufficient mobility parking and losing zones. And where space really allows, even provide some short-stay on-street parking. But the core role of a road is not to provide a place



to store a vehicle: it is to allow for mobility of as many people as possible, and this cannot happen with a singular focus on bending to the whims of private motor vehicle users.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:

Very positive

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

118114434634

## Feedback



NAME: Mark Hampton	SUBURB: Oriental Bay	ON BEHALF OF: MTI Wellington	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

**OVERVIEW** We agree cycle lanes are an important part of our transportation infrastructure, along with cars and busses. In Wellington there is only one street where we can add a cycle lane without interrupting the car parks and traffic lanes - Cambridge and Kent Terrace. The center island is 10 meters wide and can easily accommodate the cycle lanes without having to remove any trees or car parks or road lanes. The proposed changes take the peak time car parks from 136 down to 78 car parks. These car parks are further reduced from P600 to P60 and even P5 and P10. The impact of both of these changes can not be underestimated. The proposed plan to reduce both the amount of car parks and duration has been made without fully investigating all of the options, nor a full study of the traffic impact these changes will have or due consideration to the significant impact this will have on local businesses.

**THE FIVE KEY ISSUES WITH THE PROPOSED PLAN**

- 1. NOT USING THE CENTER ISLAND FOR THE BIKE LANE** Kent / Cambridge terrace along the central island is 10 meters wide. 10 meters is more than enough to add in the cycle lanes without removing any car parks or trees or reducing a roading lane on a main arterial roadway. This area is currently not used for much foot traffic at all (over the past 3 weeks I have spent 12 hours at various times of the day counting the people cycling along it or walking along it at the basin end and the most walers in one hour was 2 and the most cyclists was 3) and the cycle path can be put in without removing any trees. This option seems to be the simplest solution without interfering in a major arterial travel way.
- 2. U TURNS NEED TO BE KEPT OPEN** Cyclists will already have to stop at the Pirie street intersection two more smaller stops wont make a difference to the flow of the cyclists but will make a huge difference to the businesses. These are used by a lot of vehicles which reduces traffic into the the basin reserve reducing traffic into one of our bottlenecks. If you go down from Oriental Parade / Courtenay Place to Basin to get to Fifeshire or Barker street or College street without the u turns you will have to go all around the Basin adding traffic and time to your journey and others. Going from the Basin end of Cambridge towards Hataitai with the U Turns closed and Pirie Street left turning lane closed will mean a detour past New World adding time and traffic to an already clogged artery. I would like to see the council stats on how many people use these U turns and Pirie Street Left turn daily and how much this would add to the Basin Reserve Traffic. This should have been done as part of the survey of changes in the area but I have not been able to find it in any available information. When I met with Renee Collet and Claire Pascoe I was told that the Basin Reserve flow through at would be closed when there are Cricket games etc at the Basin this makes it even harder to go to Haitaitai from the bottom of Newtown and seems to make little sense.
- 3. LEFT TURN AT PIRIE STREET NEEDS TO BE KEPT OPEN** This left turn is critical for getting people from the main road to Haitaitai will mean they

have to go all the way around New World. The difference to cyclists of keeping these open is a small stop that will often happen anyway with the way the traffic lights will have to work so there is no real advantage for cyclists closing this Left Turn. Keeping both the U turns and the Pirie Street Right hand turn will not adversely effect the cycle lanes in the center island as there are continuous stop start sections all along the route. These U Turn sections enable traffic to avoid the clogging point of the Basin reserve. 10 meters can easily contain the cycle lanes without impacting on the infrastructure of the area along with using this island for the cycle lane the U turn areas should be kept open as there are already minor pauses at the Pirie street interchange and at many points along the way.

**4. REDUCTION OF CAR PARKING TIME IN THE FEW REMAINING CAR PARKS** Currently the car parks on the centre island are P600 minutes, to reduce both the number of car parks and the parking limits to P60 and less takes a harsh change on struggling post covid local businesses and makes it harder. These changes would mean that the car parks are short term instead of the medium time of P120 or longer time of P180

**5.**

**REMOVAL OF THE BUS LANE** The removal of one lane of traffic during peak times will increase traffic even more on a clogged artery.

**CUSTOMER IMPACTS OF THE PROPOSED CHANGES** The central island of 10 meters can easily contain the cycle lanes without impacting on the infrastructure of the area along with using this island for the cycle lane the U turn areas should be kept open as there are already minor pauses at the Pirie street interchange and at many points along the way. Far too short time limits P60 and 10 and 5 minutes – these are the shortest car parks in Wellington. Currently there are not enough car parks after 4pm There are more than 35 businesses in the area that depend on customers parking to survive

**SUMMARY** A reduction in car parks will make it harder to get customers to local businesses and the reduction in the car parking time means that less customers will be able to stay an even shorter period of time. I have not been able to see an impact assessment in any council information on the businesses nor enough business and local engagement. These impacts on a post covid world can not be understated.

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

Walking in the area?	Negative
Using the bus?	Very negative
Riding bikes?	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Visiting a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Very negative

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
Not important	Not important

118114467365



## OVERVIEW

We agree cycle lanes are an important part of our transportation infrastructure, along with cars and busses.

In Wellington there is only one street where we can add a cycle lane without interrupting the car parks and traffic lanes - Cambridge and Kent Terrace. The center island is 10 meters wide and can easily accommodate the cycle lanes without having to remove any trees or car parks or road lanes.

The proposed changes take the peak time car parks from 136 down to 78 car parks. These car parks are further reduced from P600 to P60 and even P5 and P10. The impact of both of these changes can not be underestimated.

The proposed plan to reduce both the amount of car parks and duration has been made without fully investigating all of the options, nor a full study of the traffic impact these changes will have or due consideration to the significant impact this will have on local businesses.

## THE FIVE KEY ISSUES WITH THE PROPOSED PLAN

## 1. NOT USING THE CENTER ISLAND FOR THE BIKE LANE

Kent / Cambridge terrace along the central island is 10 meters wide.

10 meters is more than enough to add in the cycle lanes without removing any car parks or trees or reducing a roading lane on a main arterial roadway.

This area is currently not used for much foot traffic at all (over the past 3 weeks I have spent 12 hours at various times of the day counting the people cycling along it or walking along it at the basin end and the most walers in one hour was 2 and the most cyclists was 3) and the cycle path can be put in without removing any trees.

This option seems to be the simplest solution without interfering in a major arterial travel way.

## 2. U TURNS NEED TO BE KEPT OPEN

Cyclists will already have to stop at the Pirie street intersection two more smaller stops wont make a difference to the flow of the cyclists but will make a huge difference to the businesses.

These are used by a lot of vehicles which reduces traffic into the the basin reserve reducing traffic into one of our bottlenecks.

If you go down from Oriental Parade / Courtenay Place to Basin to get to Fifeshire or Barker street or College street without the u turns you will have to go all around the Basin adding traffic and time to your journey and others.

Going from the Basin end of Cambridge towards Hataitai with the U Turns closed and Pirie Street left turning lane closed will mean a detour past New World adding time and traffic to an already clogged artery.

I would like to see the council stats on how many people use these U turns and Pirie Street Left turn daily and how much this would add to the Basin Reserve Traffic. This should have been done as part of the survey of changes in the area but I have not been able to find it in any available information.

When I met with Renee Collet and Claire Pascoe I was told that the Basin Reserve flow through at would be closed when there are Cricket games etc at the Basin this makes it even harder to go to Haitaitai from the bottom of Newtown and seems to make little sense.

### 3. LEFT TURN AT PIRIE STREET NEEDS TO BE KEPT OPEN

This left turn is critical for getting people from the main road to Haitatai will mean they have to go all the way around New World.

The difference to cyclists of keeping these open is a small stop that will often happen anyway with the way the traffic lights will have to work so the is no real advantage for cyclists closing this Left Turn.

Keeping both the U turns and the Pirie Street Right hand turn will not adversely effect the cycle lanes in the center island as there are continuous stop start sections all along the route. These U Turn sections enable traffic to avoid the clogging point of the Basin reserve.

10 meters can easily contain the cycle lanes without impacting on the infrastructure of the area along with using this island for the cycle lane the U turn areas should be kept open as there are already minor pauses at the Pirie street interchange and at many points along the way.

### 4. REDUCTION OF CAR PARKING TIME IN THE FEW REMAINING CAR PARKS

Currently the car parks on the centre island are P600 minutes, to reduce both the number of car parks and the parking limits to P60 and less takes a harsh change on struggling post covid local businesses and makes it harder.

These changes would mean that the car parks are short term instead of the medium time of P120 or longer time of P180

### 5. REMOVAL OF THE BUS LANE

The removal of one lane of traffic during peak times will increase traffic even more on a clogged artery.



## CUSTOMER IMPACTS OF THE PROPOSED CHANGES

The central island of 10 meters can easily contain the cycle lanes without impacting on the infrastructure of the area along with using this island for the cycle lane the U turn areas should be kept open as there are already minor pauses at the Pirie street interchange and at many points along the way.

Far too short time limits P60 and 10 and 5 minutes – these are the shortest car parks in Wellington.

Currently there are not enough car parks after 4pm

There are more than 35 businesses in the area that depend on customers parking to survive

### SUMMARY

A reduction in car parks will make it harder to get customers to local businesses and the reduction in the car parking time means that less customers will be able to stay an even shorter period of time.

I have not been able to see an impact assessment in any council information on the businesses nor enough business and local engagement.

These impacts on a post covid world can not be understated.

## Feedback



<b>NAME:</b> Natty Raymond	<b>SUBURB:</b> Wellington Central	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

The proposed change to the Mein St intersection is a must do! As a driver, looking out for cyclists while crossing the cycle lane to turn left is just one more thing to go wrong at intersections. As a cyclist, I feel safer knowing that I'm not going to have a distracted (or god forbid malicious) driver swooping across the lane and taking me out.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

## Feedback



<b>NAME:</b> Phil Del Favero	<b>SUBURB:</b> Kingston	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Oppose**

**Please provide any comments here:**

The proposed changes are a nice to have but the WCC cannot afford this. This is a project that will benefit 1% of the citizens while projects that affect everyone are under budgeted and under resourced. WCC SLT and the councilors need to refocus on the key issues of core infrastructure. There is more than one way to address climate change - the first step should be a cheap, reliable, functioning, efficient and resilient public transport network. If the SLT and councilors think we have anything close to that they are in dream world.

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

<b>Walking in the area?</b>	Negative
<b>Using the bus?</b>	Positive
<b>Riding bikes?</b>	Positive
<b>Driving vehicles/or riding motorbikes?</b>	Very negative
<b>Living in the area?</b>	Negative
<b>Working/owning a business in the area?</b>	Negative
<b>Visiting a business in the area?</b>	Negative
<b>Living with mobility or accessibility issues?</b>	Very negative

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Negative

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

Moderate importance

**How important is it to make street improvements so buses are quicker and more reliable?**

Very important



## Feedback



NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Kate Day	Berhampore	An individual	Yes

### Do you support the proposed changes to the Newtown to city route?

These include traffic resolution TR173-22

**Strongly support**

### Please provide any comments here:

I strongly support this plan, which may save my life or the lives of my family. My husband bikes this route every day with our 2-year-old son. Every day I am scared they will be injured or killed. Protected cycleways would make it safer for them immediately. We do not own a car. We bus, walk and bike everywhere. I support the repurposing of street space as much as possible to enable people to travel by public transport, walking, scooting, and cycling. Removing car parks to make bike and bus lanes will make us MORE likely to use local shops. Please make sure the bike lanes are continuous, and as clearly marked as possible. Please make sure the bus lanes are painted green wherever illegal parking is likely. On Riddiford Street, please use enforcement to reduce the amount of general traffic driving the full length of the Riddiford Street bus lane. Painting the whole bike lane green would reduce illegal parking. At John Street, please give cyclists more space at the merge point. Having traffic merge into the lane from the right feels scary, especially when it's a big truck next to you. On Adelaide Road, I support removal of the median strip, and reallocating street space from parking to protected bike lanes. I would like raised pedestrian crossings at side streets to improve walking, and calm turning traffic. Existing example: Wilson Street off Riddiford St. I would prefer continuous protected bike lanes. Please make sure it is VERY CLEAR how cyclists should cross Adelaide Road and get into the basin. At present, it feels very scary to cross over the lanes (in front of McDonalds) to try to get to the traffic island and enter the Basin at the lights. Basin Reserve - Please ensure the existing route through the Basin Reserve is available 24/7. We understand that major events are sometimes held here, and would like interruptions to the cycling and walking route to be kept to a minimum. For occasions when Basin is unavoidably closed, please mark the footpath around the Basin (on the tunnel side) as a shared bike/pedestrian zone, so that when Basin through-route is unavailable, we can go around. At present it feels 'naughty' to do this, and pedestrians could be at risk, BUT often we don't realise the Basin is closed until we arrive there, and then have to get around somehow. The multi-lane road is too dangerous so when Basin is closed we need to use the footpath. Cambridge Terrace - I support continuous protected bike lanes, and converting the turn bays to green space. I would like raised pedestrian crossings across side streets to improve walking, and calm turning traffic. Existing examples: Alpha Street and Tennyson Street off Cambridge Terrace. Kent Terrace - Mark the bike lane across the Courtenay / Kent Terrace intersection with continuous green paint to make it really, really obvious. Please ensure the traffic light phasing will suit people crossing the intersection by bike. The order of the traffic light phases, the 'green wave' speed for cyclists approaching through the previous intersections, and the length of the green light phase for cyclists will all have an impact. As the path is 2-way, avoid allowing any traffic to cross this bike lane while cyclists have a green light. Bus Improvements - I support

reallocation of road space to prioritise public transport. I believe that 24/7 bus lanes are required for the length of the project. Treating public transport lanes as 'peak hour' concern is an out-dated strategy that needs to change to encourage mode shift. Parking changes - I support the changes to parking. These are aligned with WCC's parking policy to prioritise main streets for moving people, not parking. I note the Council will manage parking on side streets to mitigate the impacts. Where special arrangements are made to accommodate parking, ensure they do not conflict with Council parking policy and hierarchy of uses for road space. Thanks very much for your work on this.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Don't know</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

**Feedback**



<b>NAME:</b> Computer Shop Newtown Ltd	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> Computer Shop Newtown Ltd	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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To	info@wcc.govt.nz
Submission:	Proposed bus and bike improvement from Newtown to the waterfront via Riddiford Street, Adelaide Road, Cambridge Terrace and Kent Terrace  Please send this submission to the above proposed changes by WCC and traffic resolution.
traffic resolution	(TR173-22)
Personal / business /Building Name choose one	COMPUTER SHOP NEWTOWN LTD.
Address	[REDACTED]
email address	[REDACTED]
Privacy	I do not want my personal details nor contact details in the public arena.
Oral submission	Reserve the right to make an oral submission

**STRONGLY OPPOSE** CHANGED ASPECTS AND FUTURE ASPECTS of this TR and cycleway, bus improvements.

Submission period needs to be lengthened to 21 weeks, currently WCC have too many requests for submissions that substantially impact Wellingtonians and those interacting with Wellington. To present submissions to WCC and do justice in such a short space of time for citizens is too steep to ask of the ratepayers time. The length of this cycleway has very diverse needs in each of its sections, a broad brushstroke approach for all streets and intersections applied from other suburbs will make the functional streets and intersections of this route dysfunctional, simply put more time needed by individuals, businesses and property owners to submit is required.

Not enough consultation has been done with individuals, businesses and property owners for such a substantial hinderance to Wellingtonians.

Cyclists should be registered with license plates and have WOFs to be on roads and footpaths, people are being injured or threatened by riders that simply can not be traced.

Do not want dedicated lanes for cycles and buses, the roads are for sharing. Want all parks and loading zones reinstated as they were prior to the cycleway installation and a decent design plan that is a win-win for all be discussed and designed.

The numbers of cyclists (currently and likely in future) using this proposed cycleway does not support the undoubted upheaval and negative consequences created by the proposal. WCC is using numbers that have not been properly validated with empirical evidence and cherry picking anecdotes from cycleways overseas as well as creating scare tactics around an apparent current lack of safety for cyclists. The cycleway creation is a general installation that does not take into account at least 7 sections of the road that have very different uses along the route for the residents, business and people coming into these areas; they have been excluded/will be excluded from using the areas at the advantage of cyclists; again a detrimental impact to groups excluded by WCC.. There is no supporting data to prove the massive predicted increase by the council of 76% might cycle. The survey questions don't ask the right questions. They are biased and created to suit the agenda. Please consider the detailed analysis by Tailrisk Economics August 2022 Report on the WCC Cycleway.

WCC has no economic impact on effects of creating cycle lanes and dedicated bus lanes along route. WCC have no feasibility study on the impacts of Wellington citizens, its environment and emissions output has been correlated only biased funneling of information on very small data sets has occurred of approximately 600 for Botanic gardens for example given the population of Wellington and the seasonal population of Wellington this minute statistic can not be held as the pivotal figure of change for the Botanic Gardens area nor similar deductions for other parts of Wellington, the correlation is very poor.

Where are the success and failure criteria for this project?

The council Business Case and MCA (Multi Critical Analysis) of the route with the myopic selection of stakeholders and assessment criteria is scandalous, with little or no consideration of resident property assets, business interests, or wider traffic implications. Publishing this type of analysis to back an orchestrated outcome is despicable and has no place in a professional public service.

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**Feedback**



<b>NAME:</b> [Redacted]	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

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**Please provide any comments here:**

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<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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Do not take car park away  
on riddiford st

**Feedback**



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**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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

**How important is it to make street improvements so buses are quicker and more reliable?**

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To	info@wcc.govt.nz
Submission:	Proposed bus and bike improvement from Newtown to the waterfront via Riddiford Street, Adelaide Road, Cambridge Terrace and Kent Terrace  Please send this submission to the above proposed changes by WCC and traffic resolution.
traffic resolution	(TR173-22)
Personal / business /Building Name choose one	[REDACTED]
Address	[REDACTED]
email address	[REDACTED]
Privacy	I do not want my personal details nor contact details in the public arena.
Oral submission	Reserve the right to make an oral submission

**STRONGLY OPPOSE** CHANGED ASPECTS AND FUTURE ASPECTS of this TR and cycleway, bus improvements.

Submission period needs to be lengthened to 21 weeks, currently WCC have too many requests for submissions that substantially impact Wellingtonians and those interacting with Wellington. To present submissions to WCC and do justice in such a short space of time for citizens is too steep to ask of the ratepayers time. The length of this cycleway has very diverse needs in each of its sections, a broad brushstroke approach for all streets and intersections applied from other suburbs will make the functional streets and intersections of this route dysfunctional, simply put more time needed by individuals, businesses and property owners to submit is required.

Not enough consultation has been done with individuals, businesses and property owners for such a substantial hinderance to Wellingtonians.

Cyclists should be registered with license plates and have WOFs to be on roads and footpaths, people are being injured or threatened by riders that simply can not be traced.

Do not want dedicated lanes for cycles and buses, the roads are for sharing. Want all parks and loading zones reinstated as they were prior to the cycleway installation and a decent design plan that is a win-win for all be discussed and designed.

The numbers of cyclists (currently and likely in future) using this proposed cycleway does not support the undoubted upheaval and negative consequences created by the proposal. WCC is using numbers that have not been properly validated with empirical evidence and cherry picking anecdotes from cycleways overseas as well as creating scare tactics around an apparent current lack of safety for cyclists. The cycleway creation is a general installation that does not take into account at least 7 sections of the road that have very different uses along the route for the residents, business and people coming into these areas; they have been excluded/will be excluded from using the areas at the advantage of cyclists; again a detrimental impact to groups excluded by WCC.. There is no supporting data to prove the massive predicted increase by the council of 76% might cycle. The survey questions don't ask the right questions. They are biased and created to suit the agenda. Please consider the detailed analysis by Tailrisk Economics August 2022 Report on the WCC Cycleway.

WCC has no economic impact on effects of creating cycle lanes and dedicated bus lanes along route. WCC have no feasibility study on the impacts of Wellington citizens, its environment and emissions output has been correlated only biased funneling of information on very small data sets has occurred of approximately 600 for Botanic gardens for example given the population of Wellington and the seasonal population of Wellington this minute statistic can not be held as the pivotal figure of change for the Botanic Gardens area nor similar deductions for other parts of Wellington, the correlation is very poor.

Where are the success and failure criteria for this project?

The council Business Case and MCA (Multi Critical Analysis) of the route with the myopic selection of stakeholders and assessment criteria is scandalous, with little or no consideration of resident property assets, business interests, or wider traffic implications. Publishing this type of analysis to back an orchestrated outcome is despicable and has no place in a professional public service.

"Transitional trialling with future feedback potentially allowing for change" of the Cycleway reducing Riddiford Street to one lane has already been done. We argue that there is enough data and information to remove the trial. The cross over near the Mein Street and Riddiford Street is mayhem to traverse and dangerous, this is poorly designed. Mainly to get cyclists from the hospital, a better design would have been to make the hospital workers that cycle use a lane within the hospital property and exit on Mein street and flow with traffic and open the vehicular lane to Mein street again to stop the constriction deliberately created to make traffic, emergency services and freight come to their knees and drive further increasing emissions. The options of bi-passing traffic flows has not been considered, if they were there would be bigger benefits to the areas of this route.

All parking and loading zones along Riddiford streets need to be reinstated including the area of Riddiford North shops. The public are not left with any practicable access to Wellington Hospital from the street nor level street access from parking and exiting a vehicle to entering the auxiliary medical services such as SCL, Imaging; all car parks need to be reinstated in this area all along Riddiford Street, Adelaide through to Courtney Place. Not enough car parks to get to After Hours Medical Center, over 300 patients daily at peak per day use the After Hours Medical Center services how are 5 car parks going to service that load of patients? Even the WCC officers that want to take their families to after hours are suggesting they will drive, where will these WCC officers park let alone people in need of medical care that may well be in worse positions than that of WCC officers. Not enough options have been considered for the areas such as the shops at the John Street intersection this small area would be better served with a slow zone with NO removal of car parks or loading zone. Elderly and mobility compromised have been excluded in the design to the advantage of cyclists wanting a thoroughfare via these affected suburbs, for example. Patients having to park on the steep hill of Hall Street to attempt to embark and disembark elderly from vehicles for a blood test at SCL, it is a struggle not only for the patient but also the caregiver in a city that is 6-9 months of the year in wintery and/or windy conditions. The pedestrian should have priority over the cyclist for a level park and entry to medical care.

Heritage buildings & areas need to be protected & their economic value retained by the buildings housing functioning profit making businesses they are at risk in this proposal from WCC for it's future planning.

Roads have been constricted in Newtown to one lane causing traffic to back up down Adelaide Road, up John Street, down Wallace Street. Congestion will only be added to if changes occur along Kent and Cambridge Terraces. These arterial routes due to poor design of this TR will congest all traffic from East, South and West which is already evident through the Mt Victoria Tunnel in either direction.

Along Adelaide Road the parks should be reinstated as very few buses and cyclists use the roads in either direction during the day. The 7am – 9am and 4pm to 6pm should be retained as it is more than adequate for the cyclist and buses.

Cambridge/Kent Terraces to Vivian St: The proposed closure of the two turnaround areas between Kent & Cambridge Terraces (opposite Barker St & Fifeshire Ave) is ill considered and impractical. These closures will force traffic flows into already heavily congested areas. This will also add to congestion heading north via the Arras tunnel to Taranaki St in the city and State Highway One heading north. These closures and consequential delays (inconvenience) will also unduly affect the ability of local businesses to service their existing customer's needs and attract new custom. This forced extra congestion around these very busy roads does not support the LGWM initiative touted by WCC. This could be resolved simply by adding Stop signs & road markings to the two turn around areas where cyclists cross them. This is normal current practice at intersections across NZ and will allow for the smooth flow of bicycles and allow vehicles to share the road and keep traffic flowing and local businesses accessible & operational. Vehicles heading north on Cambridge terrace (towards Courtenay Place) will not be able to conveniently turn into Kent Terrace before Vivian St, so will be delayed by the long streams of heavy traffic coming down Vivian Street into Kent Terrace (governed by traffic lights). These delays will also affect the flow of cyclists heading to Courtenay Place and their workplaces/destinations in the city. Many of the local businesses are successful new vehicle vendors introducing the latest overseas models with EV technology to a market desperate to contribute to lower emissions and meeting carbon targets. If lower emissions targets are the major catalyst for this proposed cycleway, note use of EV and other non-fossil fuel technologies will be a more significant contributor to emission reductions than introducing dedicated cycle lanes.

## Feedback



NAME: Darcy Snell	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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### Do you support the proposed changes to the Newtown to city route?

These include traffic resolution TR173-22

**Strongly support**

### Please provide any comments here:

**Mein Street intersection:** I support the changes to improve this intersection by extending the lane through to Newtown School, and changing traffic light phasing to accommodate cycling.

**Riddiford Street:** I prefer continuous bike lanes. The merge point near John Street is close enough to the intersection that lots of general traffic is merging into the lane from the right at the same location as bike traffic is merging into the lane from the left. That feels scary. If left as it is, this point will likely put off many from riding the route as they are expected to share the road with heavy vehicles. Please use enforcement to reduce the amount of general traffic driving the full length of the Riddiford Street bus lane. Painting the whole bike lane green would reduce illegal parking. I support moving the southbound bike lane to the kerbside as it approaches Mein Street. Thanks for fixing the ramps at the bus stops. Please clearly mark the loading zone and cycle lane next to the John St intersection to make the expected behaviour legible for people on bikes and people making deliveries, and to ensure the space is not used for general parking. Time restrictions may help reduce the impact on traffic movements through the intersection.

**Adelaide Road:** I support removal of the median strip, and reallocating street space from parking to protected bike lanes. I would like raised pedestrian crossings at side streets to improve walking, and calm turning traffic. Existing example: Wilson Street off Riddiford St. I would prefer continuous protected bike lanes. I'm alarmed these disappear at the north end of Adelaide Road.

**Basin Reserve:** Please improve the legibility of the connection between the Basin and Adelaide Road. Cyclists currently access the centre island from the right-hand northbound lane of Adelaide Road. This is not marked as available to cyclists. Adding a marking would help make the connection clearer. Please ensure the existing route through the Basin Reserve is available 24/7. We understand that major events are sometimes held here, and would like interruptions to the cycling and walking route to be kept to a minimum.

**Cambridge Terrace:** I support continuous protected bike lanes, and converting the turn bays to green space. I would like raised pedestrian crossings across side streets to improve walking, and calm turning traffic. Existing examples: Alpha Street and Tennyson Street off Cambridge Terrace.

**Kent Terrace:** Mark the bike lane across the Courtenay / Kent Terrace intersection with continuous green paint to make it really, really obvious. Please ensure the traffic light phasing will suit people crossing the intersection by bike. The order of the traffic light phases, the 'green wave' speed for cyclists approaching through the previous intersections, and the length of the green light phase for cyclists will all have an impact. As the path is 2-way, avoid allowing any traffic to cross this bike lane while cyclists have a green light.

**Bus improvements:** I strongly support the provision of dedicated road space for public transport. It is important that, where possible, public transport has smooth, unobstructed passage. Especially on wide, key corridors such as Kent and Cambridge



**Terraces.** When public transport is a convenient, reliable, accessible, and affordable way for people to get around they will be empowered to reduce their use of private vehicles. Fewer private cars on Wellington streets is a key component for better cycling in Pōneke. I strongly disapprove of the peak-time only bus lanes on Kent and Cambridge Terraces. It makes no sense to have full time lanes on a segment of this key public transport corridor but not on much wider roads that are closer into the city. I believe that 24/7 bus lanes are required for the length of the project. Treating public transport lanes as 'peak hour' concerns is an out-dated strategy that needs to change. Travel patterns and mobility priorities are changing in response to the pandemic, climate change, and growing awareness of the needs of groups other than 9-5 commuting workers. We need infrastructure that prioritises people's journeys - local and cross-city - that are made without the use of a private car at all times of the day. **Parking changes:** I support the changes to parking. These are aligned with WCC's parking policy to prioritise main streets for moving people, not parking. I note the Council will manage parking on side streets to mitigate the impacts. Where special arrangements are made to accommodate parking, ensure they do not conflict with Council parking policy and hierarchy of uses for road space. I would like the Council to roll out the bike lanes smoothly: I would like the Council to ensure the new bike lanes are available and enforced as soon as possible once street space is reallocated. Drivers can get confused and frustrated when they see people not using what appears to be a completed bike lane. People on bikes get frustrated when parked vehicles block almost-complete lanes because parking enforcement only begins after the finishing touches are in place. Temporary roadworks parking restrictions can supplement cycle-lane parking restrictions if necessary, to avoid a confusing transition period where parking is allowed in the forthcoming bike lane.

<b>Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:</b>	
<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Positive</b>

<b>Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:</b>
<b>Very positive</b>

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

## Feedback



NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Judith Mason	Newtown	An individual	Yes

**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Oppose**

**Please provide any comments here:**

I am fully aware of the need for action on the environment but the way this cycleway has been implemented is elitist and undemocratic. The lack of consultation before the implementing of the Riddiford section of the cycleway is worrying. Also not everyone is able to ride a bike nor, if they live in Southgate Houghton Bay or Melrose, do they have a frequent bus service, and removing the carparks on Riddiford St prevents people with mobility issues from accessing particular shops and more importantly the medical facilities in Newtown north of Mein St. I refer to hospital patients and visitors, SCL ( for blood tests) Riddiford neurology and the cancer society among others. Yes cyclists have rights but so do the residents and shopkeepers of Newtown, the elderly and the less able. It also seems that the needs of restaurants and retailers have not been taken note of Judith Mason Newtown Resident of 25 years

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Visiting a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Negative**

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

**Low importance**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Important**

118115176697



## Feedback



<b>NAME:</b> Joel Cosgrove	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

The changes made along Riddiford St are amazing, in part they show up how dangerous the rest of the trip from town to Newtown is by comparison. If we can get a similar level of on street provision of biking spaces that makes me much more comfortable biking around inner Wellington with my 3 year old daughter on the back of my bike.

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

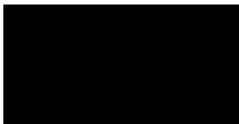
<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Neutral</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Don't know</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Important</b>

**Feedback**



<b>NAME:</b> David Bowers- Mason	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

I think busses and public transit should definitely be considered as top priority, so I'm glad this proposal considers them alongside cycling

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

<b>Walking in the area?</b>	<b>Neutral</b>
<b>Using the bus?</b>	<b>Positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Neutral</b>
<b>Living in the area?</b>	<b>Positive</b>
<b>Working/owning a business in the area?</b>	<b>Neutral</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

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

**Important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Very important**

**Feedback**



<b>NAME:</b> Jolyon Swinburn	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

It is more important to have the bike lanes physically raised or separate from cars in the most difficult areas. So far the bike lanes are in the easy to navigate areas and then when it becomes difficult they blend in with the traffic. Need to make the hardest bits of road between Newtown and the city the easiest so that the hesitant bikers can feel safe using this mode of transport.

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

<b>Walking in the area?</b>	<b>Positive</b>
<b>Using the bus?</b>	<b>Positive</b>
<b>Riding bikes?</b>	<b>Positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Don't know</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>



## Feedback



<b>NAME:</b> Sharlene Maslin	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

I strongly support protected cycle lanes in Wellington, and in particular connected cycle lanes on key routes such as the Newtown-city corridor. The current status quo of a car-centric road system is not sustainable in the long term, and does not keep our more vulnerable road users safe. I support the repurposing of street space to enable more people to travel by bus, walking, scooting and cycling. While I strongly support the current Newtown cycle lane, there are several points that need improvement to increase safety. The north end of the cycleway needs to be protected for longer. The current merge point after the bus stop is unsafe, with cars frequently making sudden manoeuvres into the bus lane to avoid traffic. Despite biking very slowly through this section, I have had a near miss with a car who did not look for bicycles. I avoided a crash only by slamming on my brakes from a slow speed. At a minimum, flashing lights warning of approaching bicycles would help raise awareness of other road users. We also need the use of enforcement to reduce the number of vehicles driving in this bus lane. I look forward to my 5 year old being able to safely ride on his own bicycles for sections of the protected cycle lane. The short section safe enough for him to currently be able to ride (with support) is the absolute highlight of his week. I also look forward to a future where my friends aren't no longer too afraid to ride a bicycle on Wellington's roads.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

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

**Very important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Very important**

118115268932

## Feedback



<b>NAME:</b> Shane Marshall	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

Will the council actually listen or go ahead and do it anyway

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Visiting a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Negative

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
Not important	Low importance



## Feedback



<b>NAME:</b> Jane Dawson	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

I regularly use the new bike lanes outside the hospital and now feel that I don't have to battle to stay alive every day (at least for that part of my journey). I also strongly support making bus trips more reliable and fast at all times, so I think the bus lane times should be longer than just 7-9am and 4-6pm. I think it would have helped to have more signage with the new layouts, so that everyone understood better how to share the space right from the beginning. Please can the speed limit through Newtown shops be changed to 30 km/hr? The merging of traffic (cyclists, buses & motorists) outside Newtown school is uncomfortable enough already and would be less hazardous at a lower speed. Some of the changes at intersections will only work or be an improvement if the light phasing is short enough. Waiting for ages for the lights to change is off-putting for pedestrians & cyclists and encourages people to ignore the traffic rules.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

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

**Very important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Very important**

118115279186

**Feedback**



<b>NAME:</b> Ben Everist	<b>SUBURB:</b> Island Bay	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>



## Feedback



<b>NAME:</b> Dylan Packman	<b>SUBURB:</b> Brooklyn	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

I strongly support all these changes. They are long overdue and provide a brilliant improvement to our transport system. We need using bikes and public transport to be more cohesive and appealing as our population and density continues to grow in the impending climate crisis. I live in Brooklyn but often travel through Newtown on bike dropping off my children along the way and have previously lived in Houghton Valley and then travelled mainly by bus. Further detailed comments: Bus lanes should be 24 hours in both directions all the way from Courtenay Place to Newtown School. This would greatly improve the reliability of the bus timetables, make traveling by bus more appealing, and be more efficient for the bus operators. At the moment single cars parked in the bus lane are able to hold up hundreds of people on buses due cars inevitably left in the bus lane during its operating hours. Make it 24 hours and make it clearer for everyone. When we have light rail along this route it will be 24 hours - this is an inevitability, let's get on with it. At the left turn from Rugby Street into Adelaide Road it would be good to consider having the cycle lane between the footpath and the bus stop, using a similar treatment as at the hospital bus stop. Just further south at 17 Adelaide Road the cycle lane should be in between the footpath and the parked cars, to avoid drivers dooring people on bikes under buses on Adelaide Road. The U-Turn facilities allowing for cars to change between Kent and Cambridge like the one near Fifeshire Avenue MUST be closed for the following reasons. Cars using these travel in a lane on the right hand side of the road, which is less familiar and predictable for other road users. Drivers of cars moving from Kent to Cambridge in particular would be focused looking to their left looking for a gap in traffic and not to oncoming people on bikes in the proposed cycle lanes. There are enough other intersections to allow for a similar transition between Kent and Cambridge, which are much more safely controlled by traffic lights. I understand the car yards want to maintain these turning areas to facilitate their moving of stock - I think that reason is insufficient compared to the safety and legibility advantages of closing them. I like the change to the hospital access road. This will help avoid traffic exiting the hospital turning into the bus lane unnecessarily. I think people on bikes exiting the hospital should be able to treat the left turn as a give way, but that might be too hard at the moment. I'm disappointed at the lack of continued separation through the Riddiford and Adelaide intersection. Can I suggest adding a "give way" lane treatment on the bus lane where the bus lane and cycle lane merge at 30 Riddiford Street, similar to the intersection of Customhouse Quay and Jervois Quay. At the same Riddiford and Adelaide intersection, I think the car lanes for south-bound traffic turning left on to Riddiford Street and going straight on to Adelaide Road should be combined into one lane. This would give extra space outside 160 Adelaide Road that could be allocated to separated cycle lane instead of

sharing with buses at that point. At the same Riddiford and Adelaide intersection, south-bound people on bikes turning from Adelaide on to Riddiford should have a green left arrow at all times except for when the pedestrian crossing is active.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Don't know</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

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

**Very important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Very important**

## Feedback



<b>NAME:</b> Leah Murphy	<b>SUBURB:</b> Island Bay	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

This cycleway will make my commute to the city much more enjoyable and less scary. I love cycling - it freshens my mood so much! But the stress of close encounters with cars can take all that away. A connected cycle route will enable me to feel much happier about cycling in with my daughter on the back of my bike from time to time. At present my heart is in my throat and I ride much slower and with more caution when she is with me. In time, she can cycle in too, and we will both feel happier and safer. Having been part of a movement to encourage and empower women and other social or travel oriented cycling, I know that having a connected and separated route on these busy and key streets for cycling will bring many others out on their bikes! Thank you WCC for being bold and having the courage to put forward and implement this route. It is heartening to learn of the changes made in response to the trial route that has been in place on the completed Ridderford Street section. I support this change (at Mein St). A real testament to the Streets for People approach.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>
<b>Living in the area?</b>	<b>Positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**



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

**Very important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Very important**

118115344080

## Feedback



<b>NAME:</b> Adam Cheney	<b>SUBURB:</b> Wadestown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Support**

**Please provide any comments here:**

More crossings. At the Riddiford / Mein Street there needs to be physical protection for cyclists.

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

Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Very positive

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

Very important

**How important is it to make street improvements so buses are quicker and more reliable?**

Very important

## Feedback



<b>NAME:</b> Duncan Domett	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Neutral**

**Please provide any comments here:**

We live in Roy st and have businesses on Adelaide Rd So Meg and I bike and drive this route multiple times a day 7 days We would be one of if not the highest user of this route both for pleasure and work The temp changes made need some improvements The bus only lane from hall st to countdown and on to the basin only needs to be buses only from 7am to 9 am and 4pm to 6pm both ways The cross over outside the hospital should be removed I have seen multiple close calls as people are confused Maybe just put a bigger green area for bikes to change lanes at hall st intersection ? The temp ? Raised area at the bus stops on riddiford st are not great and a lot of cyclists don't use them and bike in the bus lane I think long term more should be done on widening footpath from basin to hall st and inc bike lane with in that as they do in most European counties etc Would give u room to do some tree planting between that and the bus lane/road All looks and feels a bit basic right now

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

<b>Walking in the area?</b>	<b>Neutral</b>
<b>Using the bus?</b>	<b>Positive</b>
<b>Riding bikes?</b>	<b>Positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Negative</b>
<b>Living in the area?</b>	<b>Neutral</b>
<b>Working/owning a business in the area?</b>	<b>Neutral</b>
<b>Visiting a business in the area?</b>	<b>Neutral</b>
<b>Living with mobility or accessibility issues?</b>	<b>Neutral</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Positive**



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

**Important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Important**

118115350943

**Feedback**



<b>NAME:</b> Jonathan Markwick	<b>SUBURB:</b> Mount Cook	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

I am writing as an affected resident near Adelaide Rd who drives along this route regularly. I understand that finding parking might be more difficult as a result of this plan, or traffic might move a bit slower. However, not being killed while riding a bicycle is still more important than being able to find a parking space. Please value human lives over parking spaces. If you want to give the bus network a chance at being reliable, please make the Kent Terrace bus lane 7am-7pm all week. I also support making the Adelaide road bus lanes all-day. Keep the Riddiford street bus lanes. I don't support the Gazley dealership's alternative design as this will add conflict between walkers and bikes and put people on bikes at risk of being knocked over by car doors.

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

<b>Walking in the area?</b>	<b>Positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Don't know</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

## Feedback



<b>NAME:</b> Frances Osborne	<b>SUBURB:</b> Mount Cook	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

I love the new layout for the Mein Street intersection. I visited Chrischurch recently and they have the same system along St Asaph Street. Riding along that bike lane it felt obvious that this is the way all at-grade bike lanes should be designed - and it had the ridership to prove it. I do have one concern though - the big obvious whole in the middle of this plan. I am not currently comfortable biking around the basin reserve. The footpaths aren't wide enough to safely allow for pedestrians and cyclists to share in both directions. Biking on the road around the basin is worse. There are often lanes backed up with dense traffic and other lanes with very fast moving traffic. Trying to merge between these as a cyclist is very challenging - the dense traffic hides you from the fast-moving traffic and you don't have the same ability to match speed that cars have when you do find a gap. While I generally support the proposed changes I am concerned that the route will be split in two, with many cyclists avoiding bridging the gap between the new infrastructure or worse - less confident cyclists will be encouraged to cycle on the road around the Basin and get injured.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Positive**



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

**Very important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Very important**

118115832131

**Feedback**



<b>NAME:</b> Shannon Wallace	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> Wellington City Council Environmental Reference Group	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

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**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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

**How important is it to make street improvements so buses are quicker and more reliable?**

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## Wellington City Council Environmental Reference Group

### Response to consultation on Newtown to city section of Pāneke Pōneke Bike network plan

**To:** Wellington City Council, Newtown to city proposal

**Attn:** City Design, Tahiwi

[newtowntocity@wcc.govt.nz](mailto:newtowntocity@wcc.govt.nz)

**From:** Wellington City Council Environmental Reference Group (ERG)

**Date:** 31 September 2022

#### Section One: Our Details

**Contact name:** Arran Whiteford, Transport Portfolio Leader for ERG. [REDACTED]

**ERG Email address:** c/- Leteicha Lowry, Democracy Advisor and contact for WCC ERG

[Leteicha.Lowry@wcc.govt.nz](mailto:Leteicha.Lowry@wcc.govt.nz)

This submission is from an organisation: the **Wellington City Council Environmental Reference Group**.

If you are not familiar with ERG, please see the background information provided here:

#### Purpose of the Environmental Reference Group (ERG)

- Advise Council on the best ways to improve Wellingtonian's quality of life environmentally, socially, culturally and economically by protecting and enhancing the local environment.
- Bring knowledge and insight into Council around the environment, including water, energy, waste, biodiversity, urban design and transport management, in the context of Council's roles and priorities.

#### ERG Principles guiding advocacy on transport and land use planning

1. Wellington should minimise the use of private vehicles, by modal shift to walking, cycling and public transport, and by reducing the need for people to travel.
0. The footprint of the transport system (excluding active transport) should be reduced, by travel demand management, modal choice, and good design.
0. Transport disadvantage should be eliminated.
0. Transport corridors should be managed as public spaces that deliver multiple benefits, including biodiversity, recreation and amenity benefits.

0.	Public spaces should support walking transport journeys.
0.	Land use design should minimise travel needs, help optimise the use of transport infrastructure, and make it easy for households to be car-less.
0.	Urban and transport infrastructure design should encourage walking, to deliver public health benefits, encourage the development of communities, reduce social isolation, and re-connect people to their local environment.
0.	WCC must work efficiently with other decision makers and stakeholders.
0.	Transport needs to efficiently enable economic, social, cultural activities while meeting the principles above.

## Oral Submissions

ERG **WOULD** like to make an oral submission to Councillors.

### Understanding our Response

For your convenience, our submission follows the questions set out in the pdf document titled "[Newtown-to-city-proposal-paper-form.pdf](#)" and the more detailed comments are structured to respond to the different sections of the cycleway as set out in **TR173-22**.

As we are answering as an organisation that takes a strategic long-term view, we are not the people best placed to answer on personal preferences and some place specific matters. Questions about these aspects have therefore been marked as **not applicable** (NA) in our response.

## Section Two: Response / Submission

### Overall/General comments

We strongly support the development of the cycleway network, including the Newtown to City section. Once implemented the cycleway will improve modal shift to cycling (and to a lesser extent public transport and walking) which, as noted above, is a guiding principle of the ERG.

To meet the emissions reductions goals set out in the Te Atakura: Climate Action Plan (especially the goal to reduce city emissions by 57% by 2030, and to net zero by 2050) there will need to be a considerable mode shift in transport use across the city and cycleways will play a big role.

The modal shift benefits of the cycleway will only ever be fully realised until a well-connected network is established, and we would encourage Council ensure the Newtown to Island Bay section of this cycleway is progressed as quickly as possible to link the existing Island Bay cycleway to this route, creating an unbroken cycleway from the city, through Newtown to Island Bay.



## **Support for the experiential approach**

We would look to acknowledge strong support for the Councils experiential approach to implementation and installation of the cycleway. The method of installation on a trial basis before amending following community feedback is an excellent approach that no doubt has resulted in more useful feedback from the public who has now used the space.

This approach should also allow for quicker roll-out of further cycleways (and other transport changes) and we would encourage Council to use this in future.

## **Raised bus platforms**

We support the use of the raised bus platforms along the route. These provide effective separation of bus stops from the cycleway and provide efficient entry and exit for buses generally, speeding up bus times.

## **Response to specific questions in “Newtown to City proposal paper”**

### *City goals and network questions*

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

- **Very Important**

*How important is it to make street improvements so buses are quicker and more reliable?*

- **Very important**

*Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long-term impact of the proposed changes to these routes will be:*

- **Very positive**

*Do you support the proposed changes to the Newtown to city route? These include traffic resolution TR173-22*

- **Support (but with changes noted below)**

## **Comments on detailed design as set out in TR173-22.**

### **A. Riddiford Street and surrounding side streets section installed March 2022. From TR173-22**

Support the decision to resolve changes made to Riddiford street and surrounding side streets. From TR173-22.

1. Regarding the changes to the Mein Street intersection, we support the relocating of the bike lane to the left hand side of the road from the hospital emergency entrance,

with cycle lane dividers. We suggest the bike stopping bay is large enough to easily allow bikes to manoeuvre from the far left across to the lane heading south.

**B. Adapt the current layout on Riddiford Street and surrounding streets based on feedback received to date.**

Support the changes to the layout on Riddiford Street

**C. Change Adelaide Road and surrounding side streets from John/ Riddiford Street intersection to the Basin Reserve at Rugby Street.**

We generally support the changes to Adelaide Road but have some specific concerns and/or suggested improvements:

1. On the proposal to create a “small section of shared path from Adelaide Road (near McDonald's) to Rugby Street to connect to the separated bike lane, and for people on bikes who want to cross at the signalised crossing”. We strongly suggest instead of a shared path a fully separated cycleway be continued all the way to the intersection to avoid conflict between pedestrians, cyclists and buses.
2. We suggest further clarity and markings for cyclists between the Basin Reserve and Adelaide Road. Cyclists currently access the centre island from the right-hand northbound lane of Adelaide Road. This is not marked as available to cyclists. Adding a marking would help make the connection clearer.
3. On the removal of bus stop 7016 (Adelaide Rd opposite Hospital Rd) we are concerned that this removes easy access to a bus stop for those doing their shopping at Countdown and then heading north. We request consideration is given to ensuring those doing their shopping have easy access to public transport, particularly when carrying shopping bags. While we accept some bus stops may need to be removed along this route, providing close bus stops to critical infrastructure like a supermarket should be given priority where possible.

**D. Change Kent and Cambridge Terrace and surrounding side streets from the Basin Reserve to the Waterfront at Cable Street**

We support the majority of changes along Kent and Cambridge Terrace but have suggestions for further consideration.

1. We suggest consideration is also given to how cyclists and pedestrians are best able to get around the Basin Reserve when it is closed to avoid confusion and potential conflict.
2. Please ensure the connection to the Cambridge Terrace section of the cycleway from Courtney Place is marked very clearly to highlight to all road users that the bike path is on the eastern side of Cambridge Terrace from Courtney Place onwards traveling Southbound. This will help avoid any users accidentally ending up on Kent Terrace when turning from Courtney Place or coming from Oreintal Bay.

3. We disagree with the proposal to time limit the bus lane on Kent and Cambridge. Efficient public transport is critical to the mode shift discussed above and it seems bizarre to have 24/7 dedicated bus lanes further along the route but not along this critical stretch. Efficient buses in 'off-peak' hours will encourage use during these times, making the bus less efficient during the day may discourage people from taking up the bus option, to the detriment of achieving lasting mode shift. We suggest the bus lane on Kent and Cambridge be 24/7 to align with the Adelaide Road section.

**Feedback**



<b>NAME:</b> KG	<b>SUBURB:</b> Johnsonville	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

While I support prioritising buses and biking, this doesn't have to be at the expense of all cars. Removing the carparks on Kent Terrace is absurd. There are very few places to park around there and they are needed. There are other options for where a bike lane could go that doesn't mean all the carparks are removed. I support lowering the parking times down, but one hour is ridiculously low. 2 - 3 hours seems much more realistic

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

<b>Walking in the area?</b>	<b>Neutral</b>
<b>Using the bus?</b>	<b>Neutral</b>
<b>Riding bikes?</b>	<b>Neutral</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very negative</b>
<b>Living in the area?</b>	<b>Very negative</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Negative**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Important</b>



## Feedback



<b>NAME:</b> Amy-lou Turner	<b>SUBURB:</b> Berhampore	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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### Do you support the proposed changes to the Newtown to city route?

These include traffic resolution TR173-22

**Oppose**

### Please provide any comments here:

I am non car user, regular cyclist, and semi-regular bus user and am strongly in favour of a good bike and public transport system in the city, however I do not feel that the current changes are the best solution. The current proposals introduce conflict into the system where none previously existed in several key ways. 1) The bus platforms takes away the right of way that cyclists previously had when cycling on the road and causes direct conflict with pedestrians. I recognize that for less confident cyclists this may be a good solution but for people confident and used to riding in traffic the current changes make it worse rather than better. This is compounded by the fact that when stepping off a bus many people are looking at their phones or otherwise distracted and are not paying attention as they would be if they were crossing a road. Additionally as a bus user I find that stepping off a bus potentially into the path of a cyclist is not a nice experience even when the bikes are going slow and preparing to stop. 2) The merging lane in front of the hospital car park puts bikes in direct conflict with drivers and puts the decision making and control in the hands of drivers rather than bikes. Previously as a cyclist you could choose when to change lanes and make your own assessment about whether it was safe to do so. With the new system bikes are expected to stay in the cycle lane and the drivers have to make the decision about when to merge across. This means that if drivers do not look and check sufficiently before merging cyclists are at their mercy. This would be particularly dangerous for less experienced cyclists who may not be checking over their shoulder as much but instead just looking forward down the bike lane and therefore may not be aware if a car is potentially moving into them or across them until it is too late.

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

<b>Walking in the area?</b>	<b>Neutral</b>
<b>Using the bus?</b>	<b>Negative</b>
<b>Riding bikes?</b>	<b>Negative</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Negative</b>
<b>Living in the area?</b>	<b>Neutral</b>
<b>Working/owning a business in the area?</b>	<b>Negative</b>
<b>Visiting a business in the area?</b>	<b>Neutral</b>
<b>Living with mobility or accessibility issues?</b>	<b>Neutral</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

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

**Very important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Very important**

118115875630

## Feedback



<b>NAME:</b> Achim Gaedke	<b>SUBURB:</b> Miramar	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

I'm missing details about the navigation to/around/through the basin reserve. A pedestrian/cyclist ends up in a slightly awkward no-mans land. It would be great to walk in the middle of cambridge/kent terrace from the basin to the city centre (i.e. New World).

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Neutral</b>
<b>Living in the area?</b>	<b>Positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

## Feedback



<b>NAME:</b> Daryl Cockburn	<b>SUBURB:</b> Te Aro	<b>ON BEHALF OF:</b> Inter-Professional Trust	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

Press to have traffic law aligned with EU law that motorists who hurt cyclists and pedestrians are guilty until proven innocent. And speed limits reduced to 20kph. Then motorists will not have the inconvenience of bikeways and rates can be spent elsewhere

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

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

**Very important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Very important**



**Feedback**



<b>NAME:</b> Luke	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> Generation Zero	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

## Feedback



NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Rich	Brooklyn	An individual	Yes

**Do you support the proposed changes to the Newtown to city route?**  
 These include traffic resolution TR173-22

**Neutral**

**Please provide any comments here:**

I totally support improving the route for people on bikes who are travelling between Newtown and the CBD. I generally support the plan as proposed as a transitional and learning exercise but am concerned that the emissions impact has not been assessed; there seems to be an assumption it will reduce them however this is not a given and that assumption should be checked. I also have significant concerns around the way people on bikes are routed through numerous bus stops. Someone riding an e-cargo bike can easily have the same kinetic energy/impact potential as someone on a 50cc motor scooter. If the intention is to grow the number of people riding bikes, and people using buses then the potential for accidents at these points will increase. If there was a plan to let people on 50cc scooters to go through the bus stops, and the intention was to increase the number of people doing that I am sure there would be much greater concern around the risk to people using the buses.

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

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Visiting a business in the area?	Neutral
Living with mobility or accessibility issues?	Negative

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Don't know**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

118115991582

## Feedback



<b>NAME:</b> Darren	<b>SUBURB:</b> Vogeltown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Neutral**

**Please provide any comments here:**

When I cycle to the waterfront I use Tasman and Tory Street which has less traffic . I walk this route alot.It is great to see the proposed change to the Mein Street intersection heading south. Signage is poor and any changes that are implemented in this corridor have to take into account that the Hospital serves the region so lots of people who are unfamiliar with the road layout use this corridor as well. I have some concerns about the changes. 1 The proposed change at the basin end of adelaide road where you have cyclist going up onto the footpath is crazy.It is a busy pedestrian area and needs to be redesigned as the pedestrian's waiting to cross is exactly where you want cyclists to ride around the corner to rugby street and wait to cross to the centre island. Also your data shows far more people cycle up rugby street than cross to the basin.Many cyclists also either cycle down rugby street back to Adelaide road on the footpath or the cycle way the wrong way causing conflict with other pedestrians or fellow cyclists. Your scope should be expanded to sort this issue. A shared path should not be considered please look at other options. Making tasman and tory streets 30km and using the eu countries rule with the cyclist being priority and if you hit them and huge penalties if in the wrong might just be another way of achieving mode shift and most importantly respect on our roads.

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

<b>Walking in the area?</b>	<b>Very negative</b>
<b>Using the bus?</b>	<b>Neutral</b>
<b>Riding bikes?</b>	<b>Positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Don't know</b>
<b>Living in the area?</b>	<b>Neutral</b>
<b>Working/owning a business in the area?</b>	<b>Neutral</b>
<b>Visiting a business in the area?</b>	<b>Negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Don't know**



<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Don't know</b>	<b>Important</b>

118116070701

**Feedback**



<b>NAME:</b> Alex Dyer	<b>SUBURB:</b> Island Bay	<b>ON BEHALF OF:</b> Cycle Wellington	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>



  
cyclewellington.org.nz  
info@cyclewellington.org.nz  
Twitter: @CycleWgtn  
Facebook: groups/cyclewellington

# Newtown to City: Cycle Wellington submission

We would like to make an oral submission. Please contact [info@cyclewellington.org.nz](mailto:info@cyclewellington.org.nz)

## Key points of our submission

- Overall: this project is important and urgent, and we strongly support it
- Specific design details:
  - Mein Street intersection: changes improve intersection
  - Riddiford Street: great overall, but sharing with traffic at a key conflict point undermines the experience
  - Adelaide Road: poor connections near the Basin affect comfort and legibility
  - Basin Reserve: better connections and 24/7 access please
  - Cambridge Terrace: continuity and minimum conflict is important
  - Kent Terrace: please ensure the crossing timing is safe and efficient for biking
- Bus improvements: yes please! Make it all 24/7
- Parking changes: stick to the Parking Policy
- Please open and enforce each section quickly

## Overall: this project is important and urgent, and we strongly support it

- Everyone in our community deserves safe and attractive streets. Bike and bus lanes are climate action. We are grateful to the Council for accelerating work on this.
- We support the repurposing of street space as much as possible to enable people to travel by public transport, walking, scooting, and cycling.
- If we continue at our current rate of car use, our transport network will grind to a halt. We need to rebalance street space to make it safer and easier for people to walk, ride, scoot, or use public transport.
- This plan is consistent with Council goals for climate (Te Atakura) traffic safety, parking, liveability, and equity. Please get on with it.

## Feedback on specific design details

### Mein Street intersection: changes improve intersection

We support the changes to improve this intersection by extending the lane through to Newtown School, and changing traffic light phasing to accommodate cycling.

We also note the changes to parking limits to provide short-term parking on nearby side streets where parking spaces are removed to provide space for cycling and bus lanes outside the hospital. We support these changes as they are consistent with the Council's parking policy, prioritising the movement of people over parking on main routes.

Please start the merge markings outside Newtown School closer to the intersection. This will:

- help signal the merging zone to drivers more clearly if someone parks at the last part of the hatched area (as happens in the similar merging zone on Constable Street)
- Help drivers to understand why a cyclist may take the lane sooner after waiting at the lights, rather than waiting until the last moment (for example, in preparation for turning right into Rintoul St).



## Riddiford Street: great overall, but sharing with traffic at a key conflict point undermines the experience

We prefer continuous bike lanes. This part of the route involves sections where people cycling share the road with buses or general traffic. The merge point near John Street is close enough to the intersection that lots of general traffic is merging into the lane from the right at the same location as bike traffic is merging into the lane from the left. That feels scary. If left as it is, this point will likely put off many from riding the route as they are expected to share the road with heavy vehicles. For less-confident riders, a bike route is as good as its weakest link, and this is a known conflict-point for cycling in the city.

Please use enforcement to reduce the amount of general traffic driving the full length of the Riddiford Street bus lane. Painting the whole bike lane green would reduce illegal parking.

We support moving the southbound bike lane to the kerbside as it approaches Mein Street.

Thanks for fixing the ramps at the bus stops. A relatively smooth surface is important for a safe, comfortable ride.

Please clearly mark the loading zone and cycle lane next to the John St intersection to make the expected behaviour legible for people on bikes and people making deliveries, and to ensure the space is not used for general parking. Time restrictions may help reduce the impact on traffic movements through the intersection.

## Adelaide Road: poor connections near the Basin affect comfort and legibility

We support removal of the median strip, and reallocating street space from parking to protected bike lanes.

We would like raised pedestrian crossings at side streets to improve walking, and calm turning traffic. Existing example: Wilson Street off Riddiford St.

We would prefer continuous protected bike lanes. We're alarmed these disappear at the north end of Adelaide Road. Heading south, the lack of bike lane near the Accident & Urgent Medical Centre will reduce comfort and safety, especially as people on bikes will be very close to

parked car doors if a bus passes. Heading north, the intended transition towards the Basin Reserve is not obvious when traffic is moving.

Where the bike lane joins Adelaide Road heading north after John St, the plan now uses the bus lane for cycling instead of a shared path arrangement as originally explored. We understand the rationale behind this for the 'transitional' bike lane, due to the hazards around the vehicle-related businesses and mixing with pedestrians. But for a 'transformational' bike lane, we'd expect to see continuous bike lanes here too – perhaps reducing southbound vehicle lanes together with changing traffic light phasing, or providing a Barnes Dance style crossing for pedestrians and bikes. Even for a transitional bike lane, it will be critical for this bus lane to operate 24/7 and to be monitored for general traffic.

## Basin Reserve: better connections and 24/7 access please

Please improve the legibility of the connection between the Basin and Adelaide Road. Cyclists currently access the centre island from the right-hand northbound lane of Adelaide Road. This is not marked as available to cyclists. Adding a marking would help make the connection clearer.

Please ensure the existing route through the Basin Reserve is available 24/7. We understand that major events are sometimes held here, and would like interruptions to the cycling and walking route to be kept to a minimum.

## Cambridge Terrace: continuity and minimum conflict is important

We strongly support the reallocation of street space from car parking to protected bike lanes.

We support continuous protected bike lanes, and converting the turn bays to green space. Interruptions at the existing turning bays would dramatically reduce the efficiency, comfort, and safety of the bike lane. This would introduce conflict with vehicles, reduce uptake, affect riders' opinions of the bike lane, and cause more confident cyclists to ride in the bus lane instead.

We would like raised pedestrian crossings across side streets along this section to improve walking and accessibility for mobility devices, and calm turning traffic. Existing examples: Alpha Street and Tennyson Street off Cambridge Terrace.

## Kent Terrace: please ensure the crossing timing is safe and efficient for biking

We strongly support the reallocation of street space from car parking to protected bike lanes.

Mark the bike lane across the Courtenay / Kent Terrace intersection with continuous green paint to make it really, really obvious.

Please ensure the traffic light phasing will suit people crossing the intersection by bike. The order of the traffic light phases, the 'green wave' speed for cyclists approaching through the previous intersections, and the length of the green light phase for cyclists will all have an impact. As the path is 2-way, avoid allowing any traffic to cross this bike lane while cyclists have a green light.

## Bus improvements: yes please! Make it all 24/7

We strongly support the provision of dedicated road space for public transport. It is important that, where possible, public transport has smooth, unobstructed passage. Especially on wide, key corridors such as Kent and Cambridge Terraces.

When public transport is a convenient, reliable, accessible, and affordable way for people to get around they will be empowered to reduce their use of private vehicles. Fewer private cars on Wellington streets is a key component for better cycling in Pōneke.

We believe that 24/7 bus lanes are required for the length of the project. We strongly disapprove of the peak-time only bus lanes on Kent and Cambridge Terraces. It makes no sense to have full-time lanes on a segment of this key public transport corridor but not on much wider roads that are closer into the city. Treating public transport lanes as 'peak hour' concerns is an out-dated strategy that needs to change. Travel patterns and mobility priorities are changing in response to the pandemic, climate change, and growing awareness of the needs of groups other than 9-5 commuting workers. For example, many bus and bike journeys on this route cater for travel to and from school, daytime errands, or weekend activities. We need infrastructure that prioritises people's journeys – local and cross-city – that are made without the use of a private car at all times of the day.

## Parking changes: stick to the Parking Policy

Where special arrangements are made to accommodate parking, ensure they do not conflict with Council parking policy and hierarchy of uses for road space.

We support the changes to parking. These are aligned with WCC's parking policy to prioritise main streets for moving people, not parking. We note the Council will manage parking on side streets to mitigate the impacts.

## Please open and enforce each section quickly

Please ensure the new bike lanes are available and enforced as soon as possible once street space is reallocated. Drivers can get confused and frustrated when they see people not using what appears to be a completed bike lane.

People on bikes get frustrated when parked vehicles block almost-complete lanes because parking enforcement only begins after the finishing touches are in place. Temporary roadworks parking restrictions can supplement cycle-lane parking restrictions if necessary, to avoid a confusing transition period where parking is allowed in the forthcoming bike lane.

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## 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, Waka Kotahi, businesses, and the community on a wide variety of cycle projects. We represent over 5,000 members and supporters.

Nā mātou noa, nā Cycle Wellington

31 August 2022



## Feedback



<b>NAME:</b> Neil Bromley	<b>SUBURB:</b> Mount Victoria	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

Please, just get on with it. I regularly cycle around Wellington but avoid the route from Newtown to the city because of the risks for cyclists because the roaring network has been designed primarily for cars & buses, so cyclists have to compete for road space.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

## Feedback



<b>NAME:</b> Myles Gazley	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> Gazley Holdings Ltd.	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

**Please provide any comments here:**

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

**Walking in the area?**

**Using the bus?**

**Riding bikes?**

**Driving vehicles/or riding motorbikes?**

**Living in the area?**

**Working/owning a business in the area?**

**Visiting a business in the area?**

**Living with mobility or accessibility issues?**

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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

**How important is it to make street improvements so buses are quicker and more reliable?**

1. I am the Managing Director of Gazley Holdings Ltd, the majority shareholder of Gazley Motors Ltd and Gazley Motors Cambridge Ltd, which operate car dealerships on Cambridge Terrace and Kent Terrace, Mt Victoria, Wellington.
2. I am responsible for managing the day-to-day operations of Gazley Holdings Ltd. I am authorised to give this evidence on its behalf.
3. In this Submission against the councils the current Newtown to city cycleway, I address the following topics:
  - 3.1 Gazley Motor Group's business (section B below);
  - 3.2 the importance of the car parks near Gazley Motor's business (section C below);
  - 3.3 the impact of the proposed changes to car parking and turnaround areas to my business
4. In summary, I oppose the Wellington City Council's (**Council**) decision to remove car parking along Cambridge and Kent Terraces and remove the turnaround areas between Cambridge Terrace and Kent Terrace to allow for the construction of the Cycle Lane. The Council did not consult with Gazley Holdings prior to making these decisions and we have not had any opportunity to have our views properly considered as a result.

**A. GAZLEY HOLDINGS LTD**

5. Gazley Holdings Ltd, through various companies, owns dealerships at four sites on Cambridge and Kent Terrace who are in the business of selling, servicing and repairing vehicles:
  - 5.1 38 Kent Terrace which sells Volkswagen, Skoda, Nissan and a large selection of our pre-owned vehicles. The site is run by Gazley Motors Ltd.
  - 5.2 41 Cambridge Terrace which sells Jeep, Alfa Romeo, Fiat and Ram branded vehicles. This site is run by Gazley Motors Ltd.
  - 5.3 46 Cambridge Terrace which sells MG branded vehicles. This site is run by Gazley Motors Ltd.

- 5.4 75 Cambridge Terrace which sells Mitsubishi and Mercedes Benz vehicles. This site is run by Gazley Motors Cambridge Ltd.
6. For convenience, now that I have explained the structure of the business, I will simply refer to these businesses as **Gazley**.
  7. Gazley originally entered an agreement with Nissan New Zealand to use the site at 35 Kent Terrace in 2003. At that stage it was only a Nissan and Jeep dealership called GT Nissan. In 2015 Gazley obtained the 41 Cambridge Terrace site and in August 2018 Gazley obtained the Mercedes and Mitsubishi dealership.
  8. Gazley also has dealerships in Paraparaumu and Lower Hutt.
  9. The Gazley sites on Cambridge and Kent Terrace collectively employ 122 people.

## **B. THE CAMBRIDGE TERRACE CAR PARKS AND CASH WASHING**

10. Most of Gazley's customers drive to our car yards. They will usually park either outside the car yard on the outside of the Terraces or along the middle of Cambridge or Kent Terrace if need be. Customers coming to test drive a car will usually spend a couple of hours going through that process by the time they have looked at some cars, discussed them with a salesperson and discussed the trade-in value of their current car.
11. The key parking area from Gazley's perspective is in the middle of the road on both sides where there are currently 56 parks on the Cambridge Terrace side of the road and a similar number on the Kent Terrace side of the road. These are pay and display parks, with either 10 hour or two hour time limits, depending on their proximity to Courtenay Place.
12. Gazley's staff would not normally park on Cambridge or Kent Terrace, but rather they would park on back streets, such as Home Street because workshop staff often start early in the morning.
13. Gazley also cleans all cars that are being serviced in an industrial carwash located on the 75 Cambridge Terrace site. This means driving the cars across the turning lanes from the 38 Kent Terrace site, usually through the turnaround zone nearest to the Basin Reserve and then back up Cambridge Terrace. Gazley usually services about 70 cars per day.



**C. THE CHANGES TO CAR PARKING ON KENT AND CAMBRIDGE TERRACE**

14. There are currently a total of 203 car parks on Kent and Cambridge Terrace. I understand from the Parking Management Plan prepared for the Cycle Lane project that all 56 car parks will be removed on the Cambridge Terrace side of the road. Of those 56 car parks that are being removed, 25 are from Vivian St to the Basin Reserve, which is where the 75 Cambridge Terrace and 38 Kent Terrace sites are located. Five car parks next door to my 75 Cambridge Terrace site (outside the Resene ColorShop at 74 Cambridge Terrace) are also being replaced by a loading zone. There are two further car parks being removed on Cambridge Terrace near the Alpha St intersection. This is about two blocks from the 41 Cambridge Terrace Gazley site. In total 64 car parks are planned to be removed from Cambridge Terrace, which is the majority of the car parks on that street.
15. On Kent Terrace, the main change is the extension of the bus lane that currently runs down the shop side of the street. At present, the bus lane operates from 4pm – 6pm Monday – Friday with parking available at other times in that lane. The bus lane is being changed to a 7am – 7pm Monday - Friday bus lane meaning that about 20 car parks will not be available to Gazley’s customers Monday - Friday. This includes 7 spaces that are right outside Gazley’s dealership at 38 Kent Terrace.

**D. THE IMPACTS ON GAZLEY’S BUSINESS**

16. These changes will have a very significant impact on Gazley’s business.
17. On a weekday, there will be a reduction in parking capacity on Cambridge and Kent Terrace from 203 parks to about 119 car parks. At the moment, during weekdays the car parks along Cambridge and Kent Terrace are usually about 70% capacity around the Basin Reserve end of both Cambridge and Kent Terrace. With the reduction in car parking, it will become difficult to find car parks in this area of town and it will put people off coming to our car yards.
18. On Saturdays, which are our busiest day, there will be about 139 parks available compared to the current 203 car parks. The situation will not be quite as bad, but there will still be a lot of pressure on car parking as all the apartment residents’ tie up the weekend parking.

19. The vast majority of Gazley's customers drive to our sites. I am concerned that the amount of pressure there will be on parking will mean that many customers will find it very difficult to find parks or alternatively will not be able to find them.
20. In my experience, because purchasing a car is a significant investment, customers will often spend several hours browsing our different sites, including test-driving a car. As part of this, they will often also discuss trading in their current car and spend time with us organising finance.
21. I am concerned that if people are unable to easily access Gazley's sites, they will choose to shop elsewhere, particularly Porirua or Lower Hutt where there are quite a number of car yards. While Gazley is the exclusive seller of many of the brands that we sell, many people are not looking for a specific car when they come to a car yard, but rather a type of car (such as a hatchback). Two of our best-selling brands, Nissan and Mitsubishi, also have multiple other retailers in Wellington: Nissan has other stores in Porirua and Lower Hutt and Mitsubishi has stores in Lower Hutt and Tawa.
22. The Cycle Lane will also require the removal of three of the key turning points between Kent Terrace and Cambridge Terrace. These are located just outside our Cambridge Terrace site at 75 Cambridge Terrace, just before the Fifeshire Avenue intersection and at the Vivian Street intersection. This will push all traffic around the congested basin reserve and affect all the businesses.
23. Those turning points are vital to allowing us to move people and vehicles between our different sites. Without those turning points, it will make moving customers and cars between our different sites very difficult. Particularly, it will be difficult to move cars that are being serviced at our Kent Terrace store to our car wash on Cambridge Terrace. It will mean that we and our customers will have to drive all the way around the Basin Reserve to get to our other sites. The Basin Reserve is already one of the most congested points of the city streets and is jammed from 3pm onwards and this will add to this. On the way back to the Kent Terrace car yard, we will have to drive the cars down to Tennyson Street to turn around.
24. I also have a general concern about how congested the traffic will be with a cycle lane, two lanes or normal traffic and a bus lane down Cambridge Terrace.

25. I also make this submission on behalf of Tory Property Holdings Limited, Kupe Properties Limited, Gazley Motors Limited and Gazley Motors Cambridge Limited.
26. I present a much better plan to use the centre traffic island and its pavements for the cycle lane (see attached proposal).

End of Submission.

## **Plan to use the centre Traffic Island for the Newtown to city cycleway in Kent and Cambridge Terrace**

The Design of the Newtown to city Cycleway in Kent and Cambridge terrace is flawed from a planning and Economic perspective.

A large majority the land and buildings in both streets make up the largest car retail and repair area in the greater Wellington area which represents brands making major inroads into the decarbonising of the industry towards EV vehicles.

The land and buildings are owned by the car operators and importers and not leased from other parties.

The current council plan involves:

- The removal of over 50 car parks on Cambridge terrace.
- The removal of a full lane of traffic on Cambridge terrace
- The removal of the essential two turning circles between Kent and Cambridge Terrace and the deletion of a right hand turn from Cambridge Terrace into Pirie St.
- The most alarming part of the planning is the Cycle lane cutting across from Cambridge Terrace to Kent Terrace at the Courtenay Place and Majoribanks Streets intersection and cutting dangerously across oncoming traffic. [C210 \(A\) \(transportprojects.org.nz\)](https://transportprojects.org.nz)

The Council plan would stop the traffic coming down Kent Terrace and turning through the two busy turning circles and into Cambridge Terrace, which will push car and truck delivery traffic around the Basin Reserve which is one of the cities most over congested areas creating dangerous chaos.

There is no need for any of this stupidity.

The most obvious design is to use the centre traffic islands were admittedly was never considered by the council planners. (See attached plan).

The centre island in Kent and Cambridge Terrace is over 10 metres wide with 1.9 metre wide pavements on both sides for a north and south facing cycleway separated by a grass verge not unlike the current successful Oriental bay Bike lanes. (See attached plan).

The Centre Island space is underutilised by pedestrians as both Kent and Cambridge Terrace already has pavements for pedestrians. The two centre island pavements are already 1.9 metres wide which meet with the councils approved size for cycle ways, but can be widened easily into the centre grass garden if required. The pavements on the centre island already attaches to the councils proposed cycleway from the Basin Reserve and to repurpose this space for the north and south safe cycleway is simple and will not require any major works other than kerbing and crossings with signals between each Island . This would take Cyclists all the way to the waterfront. This proposal will not require the deletion of lanes of parking, traffic or the closing of the two busy turning circles between these busy roads which service the businesses on the streets of Barker, College, Lorne and Cambridge Terrace and will not require any Cyclists put in harms way against oncoming traffic like the councils current Newtown to City Cycleway; nor will it dangerously cross against traffic at the Majoribanks intersection as the bikes can continue around the Welsh Dragon bar building in the centre Island and continue to link to the councils planned Cycle ramp behind New World and link to the waterfront.



My proposal does not destroy the ability for customer's cars or service vehicles that use the busy business district in the Kent and Cambridge Terrace and creates the safe environment for cyclists with less cost and disruption than the council's current Newtown to City cycleway.

To recap:

- a) Use the centre islands 2 already available pavements for a north and south and south cycleway
- b) Cut kerbs and put crossings strips between the traffic islands for cycles
- c) Remove obstructing sign and signal posts from the two pavements
- d) Repurpose the intersection signals to add crossing signals for cycles
- e) Fill in some of the small garden areas at the end of the islands and asphalt for the bike lanes
- f) If required add the plastic divider strips like the current Newtown bike lanes to the outer pavement edges on both sides of the island to protect bikes (note car doors in the parks next to the pavements cant open and hit cyclists as the centre island is 400cm above road )

This plan can be transitional and permanent at the same time.

210171

28 August 2022

Myles Gazley  
[REDACTED]

**SpencerHolmes**

engineers - surveyors - planners

PO Box 588  
[REDACTED]

Dear Myles,

### **Cambridge Tce/Kent Terrace Cycleway**

You have asked us to consider several planning issues relating to the construction of a proposed new cycleway along Cambridge/Kent Tces.

The current WCC proposal is to construct the cycleway along the outer edge of the Cambridge/Kent Terraces adjacent to the eastern and western sections of both Cambridge and Kent Tce.

You have taken advice and note that there is another option which involves running the cycleways along the edges of the "island" located in between Cambridge and Kent Tce.

The concept design is partially shown in Figure 1 below:



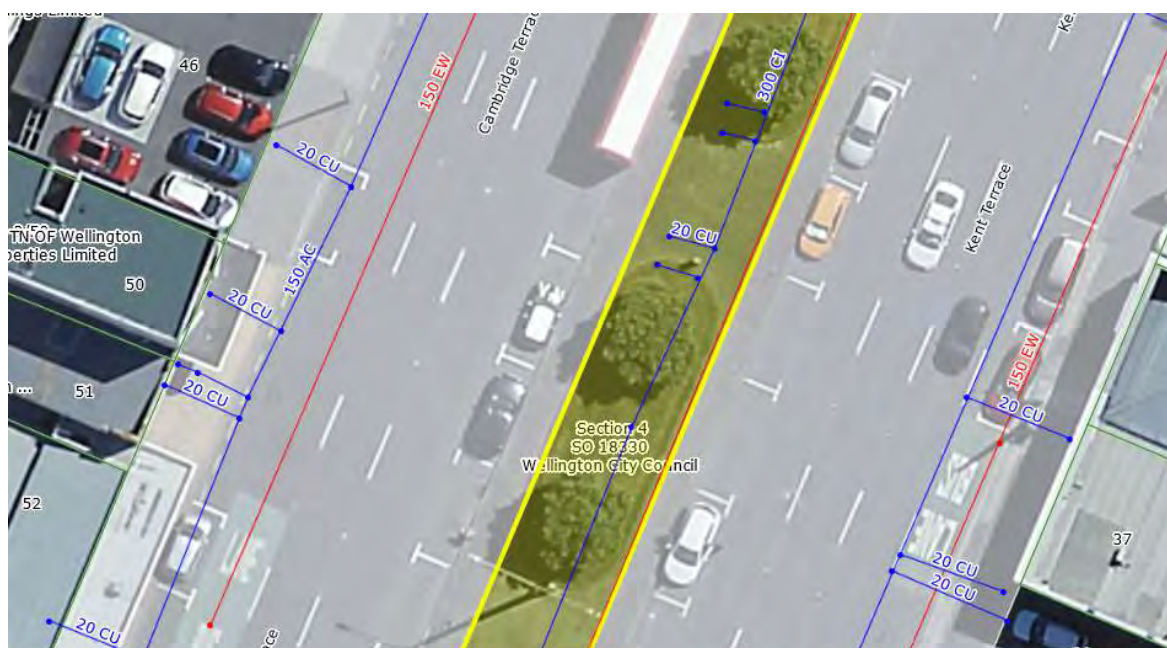
**Figure 1: Extract from the alternative cycleway concept**

You have asked me to consider if there is any planning or statutory restrictions that would mean this option should be less preferred than the Council's option.

I will comment on that below. I do not make any comments in respect to the traffic engineering or safety issues of the design.

Firstly we must consider the legal status of the land is question. Figure 2 below is obtained from the Grip GIS website and shows a section of the land under consideration.

Spencer Holmes Ltd    Directors: Mark Cooney, Jon Devine, Ian Leary, Philip McConchie  
Associates: Jo Cushen, Vaughan England, David Gibson, Shayne McKenna, John McNaughton, Hayden Millburn, Thomas Smith  
Consultant: Hudson Moody, Peter Smith



**Figure 2: Shows a section of Cambridge Terrace and Kent Terrace**

Both Cambridge and Kent Terraces are legal road. A section of the land in between this legal road is shown as (in this case) as Section 4 SO 18330. This land is annotated as Town Belt. I do note however, that the legal road includes the footpaths on either side of Section 4 SO 18330 i.e. the footpaths are not within the Town Belt title..

### **The Planning Framework**

WCC operates under the requirements of the Local Government Act (LGA), which gives it its responsibilities and authority. Those statutes require consultation on matters such as changes to the roads, but otherwise gives WCC the authority to administer the legal road. Cambridge and Kent Tce are both legal roads.

The land held under the Town Belt Act discussed above would have other responsibilities and obligations and is administered differently.

However I reiterate that the footpaths in Figure 2 and your proposed cycleway shown in Figure 1 are not Town Belt and are legal road.

Further to the LGA, WCC must comply with the Resource Management Act (RMA) and currently the District Plan is the way this is administered.

Whilst the footpaths adjacent the Central Island will have the same zone as the Town Belt Land (Open Space under the Operative District Plan<sup>1</sup>) they are not Town Belt and would be subject primary to the relevant rules under the ODP).

<sup>1</sup> The WCC has notified its Proposed District Plan (PDP) Parts of the PDP are operative from notification, but other parts are required to go through the Schedule 1 process of the RMA (a formal District Plan Change) The changes to the open space rules will take some 2-4 years to become fully operative, therefore I have focused primarily on the Operative District Plan (ODP) for simplicity. The rules under the PDP may change through the schedule 1 process.



Figure 3 below is the District plan maps under the OPD and PDP. Note that under the ODP, the legal road takes the zoning of the land adjacent. The footpath areas are therefore Open Space. The PDP has introduced a similar concept.



**Figure 3: Zonings under the Operative and Proposed District Plan**

In respect to the modification of the footpaths to become cycleways, I note that Rule 17.1.14 states:

17.1.14 Any activity relating to the upgrade and maintenance of existing formed roads and [public] accessways [including associated earthworks] , except the construction of new legal road, is a Permitted Activity.

On that basis, I would conclude that under the RMA and the ODP, the modification of the footpaths to be converted to cycleways would not require a resource consent and is a permitted activity and therefore there is no planning barrier to it being achieved.

### **Comment on Effects**

Elements of Council Policy are focussing on public transport and cycling as sustainable options and that ongoing use of private vehicles is not the focus of the future. However, it is also clear that there will be a period of time for the city to transition away from mass use motor vehicles. In fact it will take many years for the proposed public transport improvements to be realised to encourage the community to adopt the sustainable options.

The option of putting the cycleway in the centre island, would appear the least disruptive of the options available and would enable more time for the city to transition to sustainable transport options.

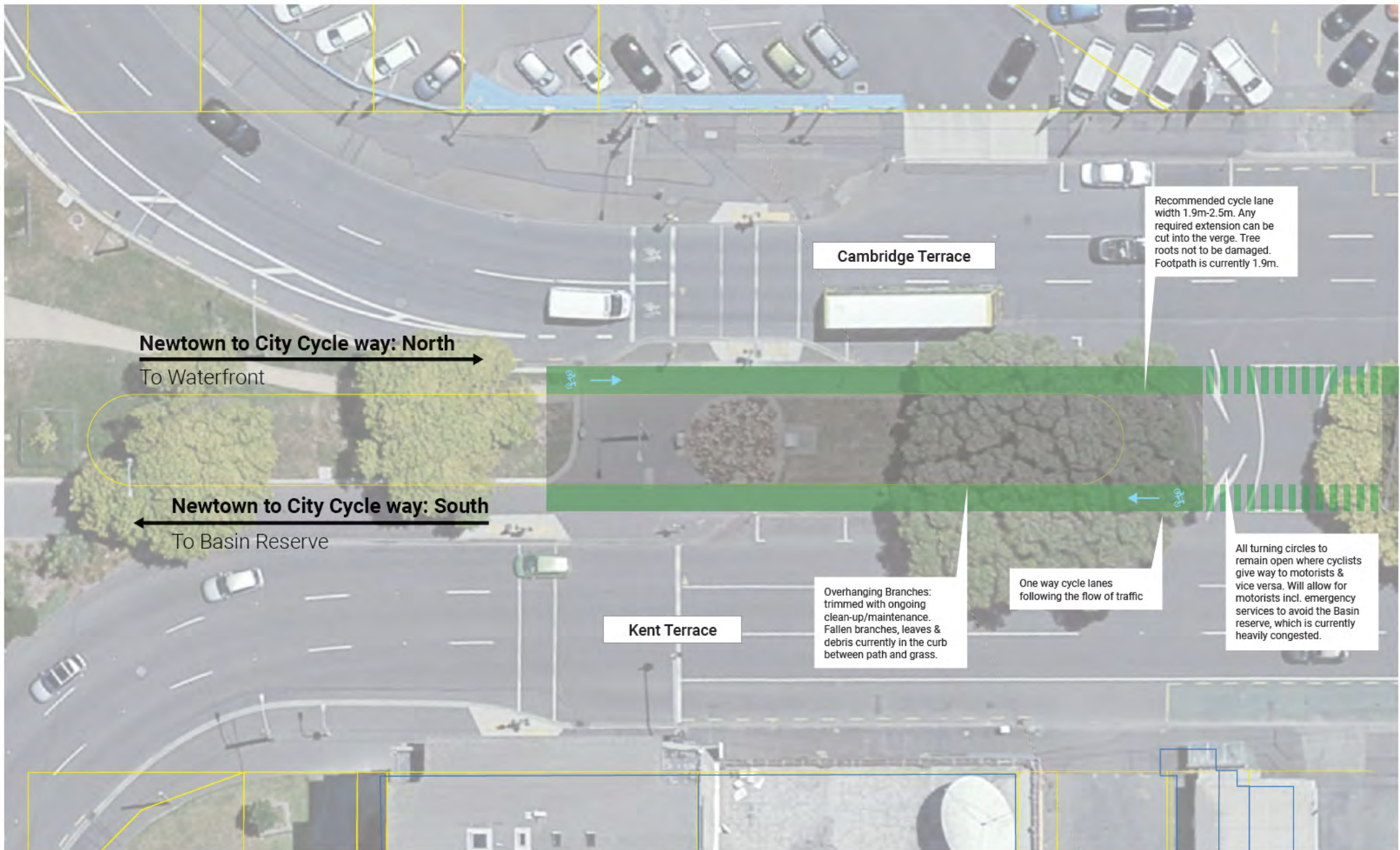
Yours faithfully

**Spencer Holmes Limited**

**Ian Leary**

Director - Survey and Planning





Recommended cycle lane width 1.9m-2.5m. Any required extension can be cut into the verge. Tree roots not to be damaged. Footpath is currently 1.9m.

Cambridge Terrace

**Newtown to City Cycle way: North**  
To Waterfront



**Newtown to City Cycle way: South**  
To Basin Reserve



Overhanging Branches: trimmed with ongoing clean-up/maintenance. Fallen branches, leaves & debris currently in the curb between path and grass.

Kent Terrace

One way cycle lanes following the flow of traffic

All turning circles to remain open where cyclists give way to motorists & vice versa. Will allow for motorists incl. emergency services to avoid the Basin Reserve, which is currently heavily congested.





Barker Street

Cambridge Terrace

Kent Terrace

Turning circle to remain open, to service business on Fifshire ave, College & Lorne st without the need to push further traffic up Tory st. Which is currently heavily congested.



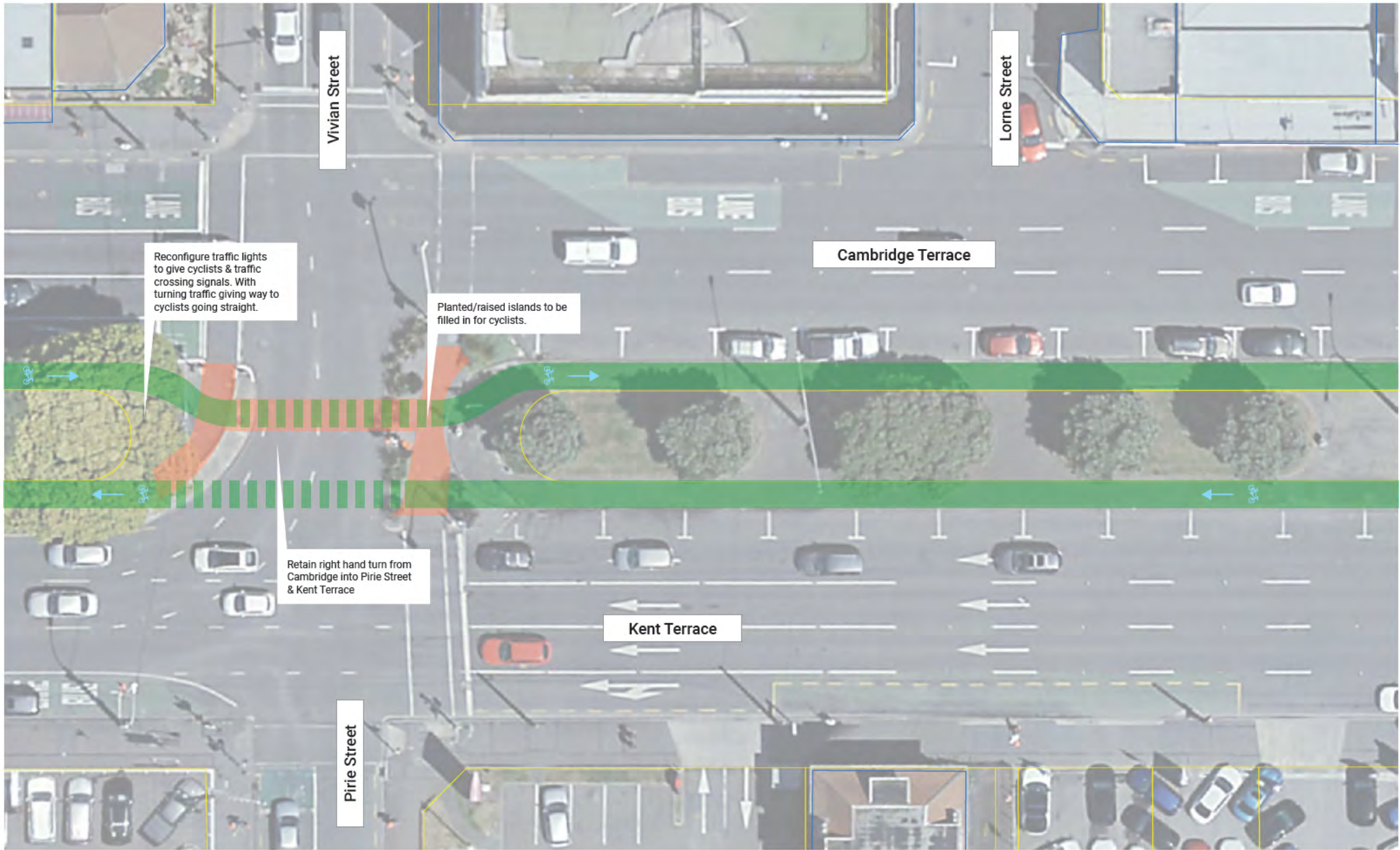
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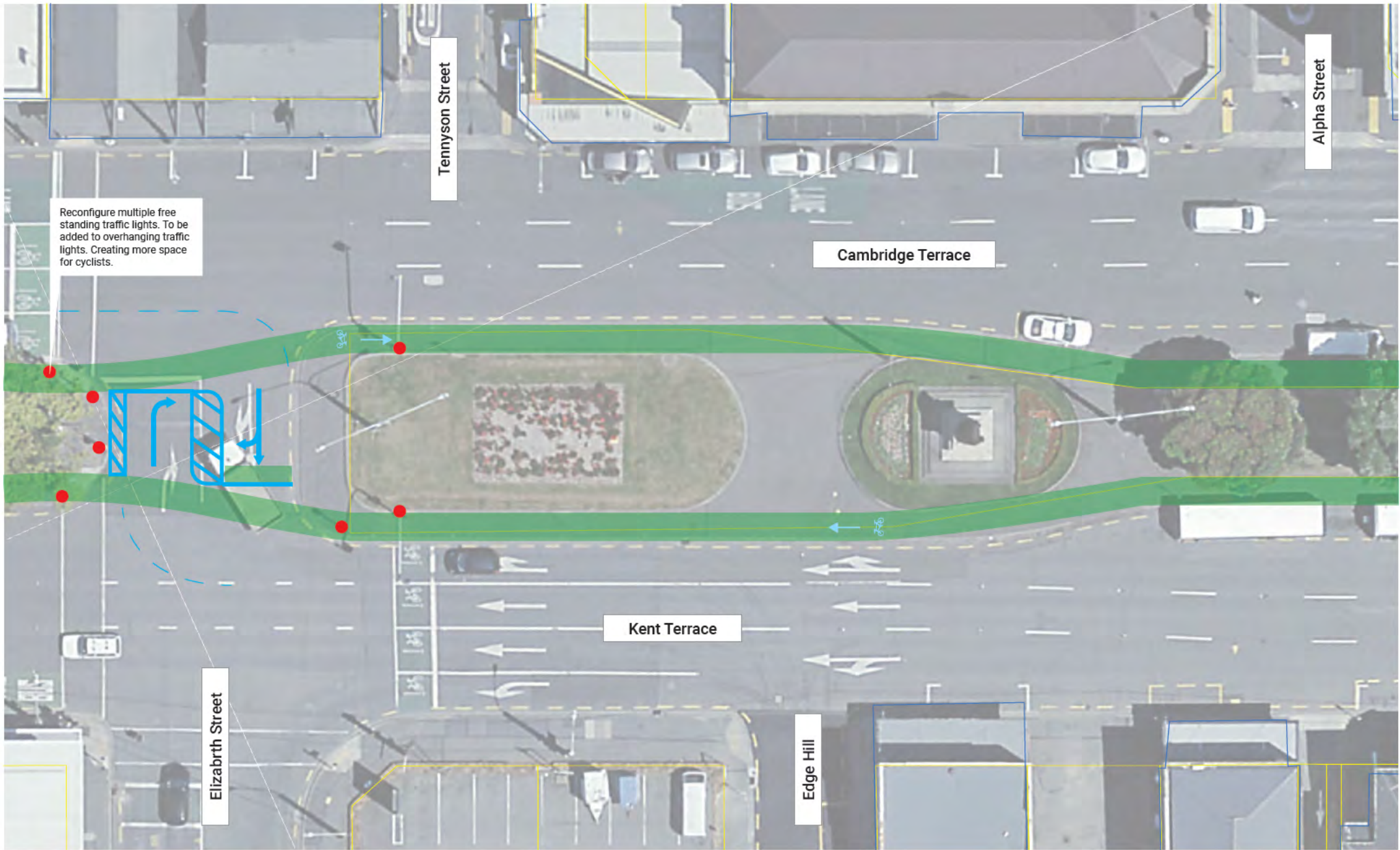








● Traffic light



Reconfigure multiple free standing traffic lights. To be added to overhanging traffic lights. Creating more space for cyclists.

Tennyson Street

Cambridge Terrace

Alpha Street

Kent Terrace

Elizabeth Street

Edge Hill

● Traffic light



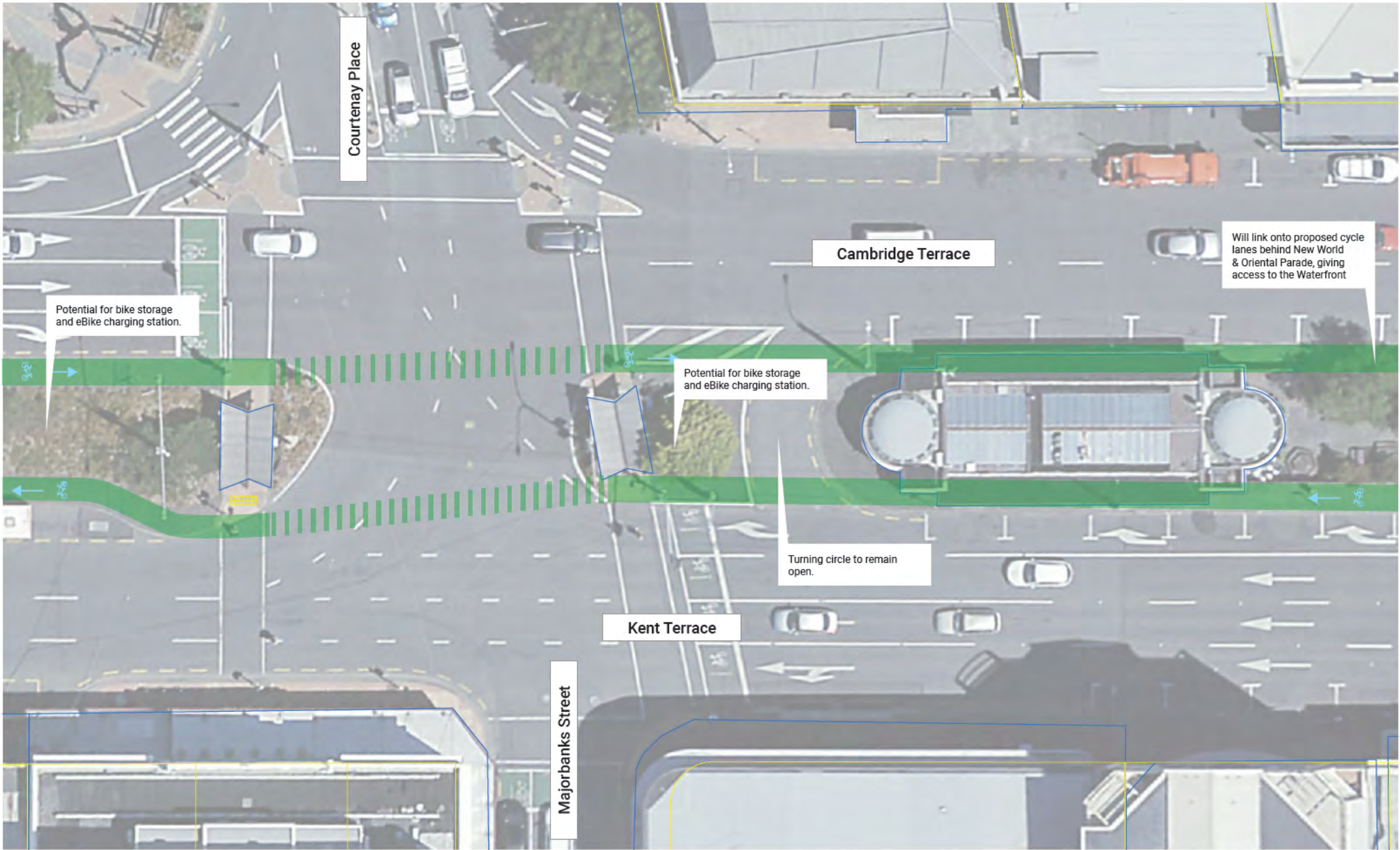


Alpha Street

Cambridge Terrace

Kent Terrace





Courtenay Place

Cambridge Terrace

Will link onto proposed cycle lanes behind New World & Oriental Parade, giving access to the Waterfront

Potential for bike storage and eBike charging station.

Potential for bike storage and eBike charging station.

Turning circle to remain open.

Kent Terrace

Majorbanks Street





Courtenay Place

Cambridge Terrace

Kent Terrace

Majorbanks Street

Wakefield Street

Cycle lanes converge behind Chaffers New World giving access to the Waterfront.

Cable Street

Oriental Parade





**Feedback**



<b>NAME:</b> [Redacted]	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL SUBMISSION</b> Yes
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All parking and loading zones along Riddiford streets need to be reinstated including the area of Riddiford North shops. The public are not left with any practicable access to Wellington Hospital from the street nor level street access from parking and exiting a vehicle to entering the auxiliary medical services such as SCL, Imaging; all car parks need to be reinstated in this area all along Riddiford Street, Adelaide through to Courtney Place. Not enough car parks to get to After Hours Medical Center, over 300 patients daily at peak per day use the After Hours Medical Center services how are 5 car parks going to service that load of patients? Even the WCC officers that want to take their families to after hours are suggesting they will drive, where will these WCC officers park let alone people in need of medical care that may well be in worse positions than that of WCC officers. Not enough options have been considered for the areas such as the shops at the John Street intersection this small area would be better served with a slow zone with NO removal of car parks or loading zone. Elderly and mobility compromised have been excluded in the design to the advantage of cyclists wanting a thoroughfare via these affected suburbs, for example. Patients having to park on the steep hill of Hall Street to attempt to embark and disembark elderly from vehicles for a blood test at SCL, it is a struggle not only for the patient but also the caregiver in a city that is 6-9 months of the year in wintery and/or windy conditions. The pedestrian should have priority over the cyclist for a level park and entry to medical care.

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traffic resolution	(TR173-22)
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Address	
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**Feedback**



<b>NAME:</b> [Redacted]	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

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**Please provide any comments here:**

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## Feedback



<b>NAME:</b> Nicholas Booth	<b>SUBURB:</b> Melrose	<b>ON BEHALF OF:</b> Newtown School / Te Kura O ngā Puna Waiora	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Support**

**Please provide any comments here:**

See supporting documentation

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Visiting a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Positive

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

Very important

**How important is it to make street improvements so buses are quicker and more reliable?**

Very important



Newtown School / Te Kura o Ngā Puna Waiora  
Mein St  
Newtown

WCC  
Newtown to City Feedback

30 August 2022

Tēnā koutou,

Newtown School / Te Kura o Ngā Puna Waiora sits at the southern end of the cycle/bus lanes. One school's enrollment zone has a northern boundary at the Basin Reserve. The cycle lane currently ends on our doorstep.

The School Board of Trustees has circulated the updated WCC plans for bus/cycle lanes with the school community. Additionally the Board signalled its intention to submit in support of safe active transport modes and regular efficient public transport. This aligns with the school's strategic position.

Feedback received indicates broad support for the safe active transport modes in our community and a general support for the reconfiguration on the Mein St intersection. Unlike earlier consultations we heard from voices opposed to cycle/bus lanes, although this was a minority view.

Support was mixed for the plan to remove 6 car parks from Riddiford St. The school would like the WCC to consider if it is safe to move the proposed merging zone further North of Riddiford/Mein St intersection.

If this is not possible we ask that additional short stay zones are set up for school drop off time outside the school on both Riddiford St and Mein St to mitigate this loss. We propose 3 on Riddiford St immediately south of the lost parks and 5 on Mein St between the existing short stay zone and Minerva St. Council Officers have visited the school and we have shown them these sites.

In support of these additional short stay parks the school would like to point out the following:

- Increased pressure for parking in Newtown makes pick up and drop off times fraught for those who need to drive.

- The enrolment zone for Ngāti Kotahitanga - the school's Māori medium class is much wider. The school is lucky to have whānau travelling from far and wide to Newtown. The school wants to encourage Māori medium education and support those who choose to learn with us.
- By removing parks previously used by the school community the WCC has a duty to find appropriate mitigations.

It is also important to note that the school wants Newtown to thrive. That means that Newtown is a great place to live, to work, to learn, to visit, to travel and to shop in. To this end Newtown School / Te Kura o Ngā Puna Waiora Board of Trustees encourages WCC to continue to work with those impacted by the changes caused by the bus/bike/scooter lanes to address concerns and find solutions.

We acknowledge concerns around accessibility for the disabled community and are encouraged to hear of the organisations with whom the council is working.

In the Newtown School / Te Kura o Ngā Puna Waiora community there is strong support for safe active transport modes to and from our school. The Board of Trustees supports WCC measures to improve the safety, efficiency and de-carbonization of travel in our neighbourhood.

We look forward to the School being surrounded by safe streets in a thriving community.

Ngā mihi mahana,

Nicholas Booth

pp.

Newtown School / Te Kura o Ngā Puna Waiora Board of Trustees

A full school bike/scooter shed 30 August 2022



**Feedback**



<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL SUBMISSION</b> Yes

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**Please provide any comments here:**

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# Feedback



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<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

--

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

**How important is it to make street improvements so buses are quicker and more reliable?**

--	--

To	info@wcc.govt.nz
Submission:	Proposed bus and bike improvement from Newtown to the waterfront via Riddiford Street, Adelaide Road, Cambridge Terrace and Kent Terrace  Please send this submission to the above proposed changes by WCC and traffic resolution.
traffic resolution	(TR173-22)
Personal / business /Building Name choose one	[REDACTED]
Address	[REDACTED]
email address	[REDACTED]
Privacy	<b>I do not want my personal details nor contact details in the public arena.</b>
Oral submission	<b>Reserve the right to make an oral submission</b>

**STRONGLY OPPOSE** CHANGED ASPECTS AND FUTURE ASPECTS of this TR and cycleway, bus improvements.

Submission period needs to be lengthened to 21 weeks, currently WCC have too many requests for submissions that substantially impact Wellingtonians and those interacting with Wellington. To present submissions to WCC and do justice in such a short space of time for citizens is too steep to ask of the ratepayers time. The length of this cycleway has very diverse needs in each of its sections, a broad brushstroke approach for all streets and intersections applied from other suburbs will make the functional streets and intersections of this route dysfunctional, simply put more time needed by individuals, businesses and property owners to submit is required.

Not enough consultation has been done with individuals, businesses and property owners for such a substantial hinderance to Wellingtonians.

Cyclists should be registered with license plates and have WOFs to be on roads and footpaths, people are being injured or threatened by riders that simply can not be traced.

Do not want dedicated lanes for cycles and buses, the roads are for sharing. Want all parks and loading zones reinstated as they were prior to the cycleway installation and a decent design plan that is a win-win for all be discussed and designed.

The numbers of cyclists (currently and likely in future) using this proposed cycleway does not support the undoubted upheaval and negative consequences created by the proposal. WCC is using numbers that have not been properly validated with empirical evidence and cherry picking anecdotes from cycleways overseas as well as creating scare tactics around an apparent current lack of safety for cyclists. The cycleway creation is a general installation that does not take into account at least 7 sections of the road that have very different uses along the route for the residents, business and people coming into these areas; they have been excluded/will be excluded from using the areas at the advantage of cyclists; again a detrimental impact to groups excluded by WCC.. There is no supporting data to prove the massive predicted increase by the council of 76% might cycle. The survey questions don't ask the right questions. They are biased and created to suit the agenda. Please consider the detailed analysis by Tailrisk Economics August 2022 Report on the WCC Cycleway.

WCC has no economic impact on effects of creating cycle lanes and dedicated bus lanes along route. WCC have no feasibility study on the impacts of Wellington citizens, its environment and emissions output has been correlated only biased funneling of information on very small data sets has occurred of approximately 600 for Botanic gardens for example given the population of Wellington and the seasonal population of Wellington this minute statistic can not be held as the pivotal figure of change for the Botanic Gardens area nor similar deductions for other parts of Wellington, the correlation is very poor.

Where are the success and failure criteria for this project?

The council Business Case and MCA (Multi Critical Analysis) of the route with the myopic selection of stakeholders and assessment criteria is scandalous, with little or no consideration of resident property assets, business interests, or wider traffic implications. Publishing this type of analysis to back an orchestrated outcome is despicable and has no place in a professional public service.

**Feedback**



<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL SUBMISSION</b>
			Yes

**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

--

**Please provide any comments here:**

--

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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## Feedback



<b>NAME:</b> John Gerondis	<b>SUBURB:</b> Seatoun	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

I travel from the Eastern Suburbs through Newtown most week days. The cycle-lane along Crawford Rd runs out at Constable St - one of the narrowest St's in Wgtn. I watch in horror as double decker buses squeeze past each other and often see cyclists attempting to navigate this stretch of road. Then the cycleway magically appears on Riddiford St. Cycleways need to get people from A to B safely - they do not. I doubt a city of 500k people can afford to make it so given our geography. We certainly have higher priorities like leaking water pipes and waste pipes that are well past their use by date. LGWM had as its mandate to address traffic congestion - it seems to be all about cycleways and little else. The reduction to one lane for cars along Riddiford St and Adelaide Rd creates congestion that backs up to the Parade in Island Bay and Crawford St in Kilbirnie. So much for reducing carbon emissions! There are international and local reports that conclude using empirical evidence not emotive ideology, that cycle-ways are not the best method to deal with carbon emissions and further their cost benefit ration is untenable in large cities let alone a small city like Wgtn with difficult geography. Perhaps it would be logical to create bus stops that tuck into the side street to allow cars to safely pass without leaving their lane - or is this not about everyone's safety?

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

<b>Walking in the area?</b>	<b>Neutral</b>
<b>Using the bus?</b>	<b>Positive</b>
<b>Riding bikes?</b>	<b>Very negative</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very negative</b>
<b>Living in the area?</b>	<b>Very negative</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very negative**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Not important</b>	<b>Important</b>

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# **The Wellington City Councils' Cycleway programme**

**An analysis of the climate change  
rationale and other arguments**

**August 2022**



## **About Tailrisk economics**

Tailrisk economics is a Wellington economics consultancy. It specialises in the economics of low probability, high impact events including financial crises and natural disasters. Tailrisk economics also provides consulting services on:

- The economics of financial regulation
- Advanced capital adequacy modelling
- Stress testing for large and small financial institutions
- Regulatory compliance for financial institutions
- General economics.

Tailrisk is prepared to undertake economics analyses of public policy proposals on a discounted or pro bono basis.

Principal Ian Harrison (B.C.A. Hons. V.U.W., Master of Public Policy SAIS Johns Hopkins) has worked with the Reserve Bank of New Zealand, the World Bank, the International Monetary Fund and the Bank for International Settlements.

Contact: Ian Harrison – Principal Tailrisk Economics

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Ph. 022 175 3669 04 384 857



# The Wellington City Councils' Cycleway programme

## Part one: Introduction

The Wellington City Council has affirmed a 10 year, \$226 million programme to install a network of cycleways across the city. In addition, the Lets Get Wellington Moving City Streets programme is expected to spend \$30 million on cycleways in the central city. There will be the opportunity costs to residents, businesses and shoppers as parking spaces are lost to cycleways.

The Council says that the key driver of the size of the cycleway programme and the acceleration of the pace of implementation, is the need to respond to climate change.

*This Council has declared a climate emergency and we know we must act swiftly. Collectively, we must make changes to preserve and protect our homes, our city and planet and to give our children and generations to come some hope of a sustainable, healthy future.*

*Road transport accounts for a massive 34 percent of Wellington City's emissions so changing how we move around is the best way to make a difference by 2030, and to help us become a net zero carbon capital by 2050.*

The main focus of this paper is on the emissions impact of the cycleways project. Will it make the big difference to Wellington's road transport emissions that the Council is suggesting?

Our assessment is that the Council's claims are grossly misleading. Our analysis shows that even on the fairly optimistic assumption that the cycleways will increase

cycle commuting by sixty percent this will only reduce road transport emissions by 0.4 percent over 2022-2050. The cost will be at least \$4800 per ton of emissions reduced. The Council could achieve the same result at a cost of around \$80 a ton by focusing on planting trees.

It is also important to understand that the Council's climate change measures will have no perceptible impact on New Zealand reaching its Paris commitments. The reason is that New Zealand has an emissions trading scheme. The Government sets quantity targets consistent with its Paris commitments, and the markets sets the price of the emissions. All the Council is doing in pursuing its own targets is shifting emissions reductions from low cost mechanisms elsewhere in New Zealand to its high cost cycleway programme.

However, the Council is focused just on Wellington's emissions reductions. But even here the cycleways will make little difference for two main reasons. First, the electric car revolution is coming and by 2050 there won't be many internal combustion engine cars left in Wellington. Obviously, when a commuter switches from an electric car to a bike there is no transport emission reduction. The transport emissions problem will take care of itself.

Second, all the evidence suggests that cycleways do not generate major changes in transport modes. The Council's optimistic assessment of the cycling uptake, of up to two to three times current levels, is based on modeling of how people will respond to cycleways that was conducted in 2014. The modeling actually showed that people would not change their behavior very much if cycleways were provided. However the results were manipulated to generate an increased in riders of over one hundred percent.

There is also a large literature that shows cycleways do not generate much additional traffic and the Wellington experience seems to bear that out. The Brooklyn cycleway increased weekday journeys by only 6 percent and the Council has been loath to produce data for the Island Bay cycleway.

As there is no real climate change justification for cycleways the Council needs to make its case in terms of the other claimed benefits: health, safety; reduced congestion and general 'wellbeing'. But the Council has conducted little real analysis to support its arguments on these points. For example, while there has been only one serious accident involving a car and a cycle on the Island Bay to City bike route in 21 years, the Council persists in talking up the safety risks the cycleway will address. On the commercial impact the Councils analysis is based on a single, rather inadequate, study of a San Francisco cycleway with little relevance to

Wellington. There is no evidence that the Council has seriously assessed the social and economic consequences of its plan.

What we do know is that the programme will create social disharmony.

There will be winners and losers. Many of the winners will be wealthier male cyclists. Amongst the losers will be businesses affected by the lack of parking, and homeowners and renters who won't be able to park outside their houses. They will find it particularly galling when a cyclist sails by on their \$9000 electric bike while they can't park their \$3000 car. The old and frail will be particularly at risk. Many rely on cars and parking for mobility. Cycling is not an option for them. Newtown, which services a wider immigrant community will be affected. Picking up food for an extended family will become more difficult and business will be lost as shopping moves to where there is parking. And of course ratepayers in general will have to foot a substantial bill.

This paper is structured as follows:

Part two briefly discusses the Council's Climate change implementation plan. This provides a basis for assessing the impact of the cycleways on that plan.

Part three presents elements of the Council's cycle network plan and assesses the Council's non-climate change arguments for cycleways.

Part four discusses the key document 'Cycle Demand Analysis' that underpins the Council's estimates of the impact of cycleways on ridership.

Part five discusses a recent Waka Kotahi report on transport mode preferences that the Council ignored. It suggests that cycleways will have only a limited impact on the level of cycling in Wellington.

Part six discusses the safety issue.

Part seven presents our assessment of the impact of the cycleway programme on the level of emissions over 2022-2050. Road transport emissions are reduced by 0.4 percent.

## Part two: The Councils Climate change programme Te Atakura - First to Zero

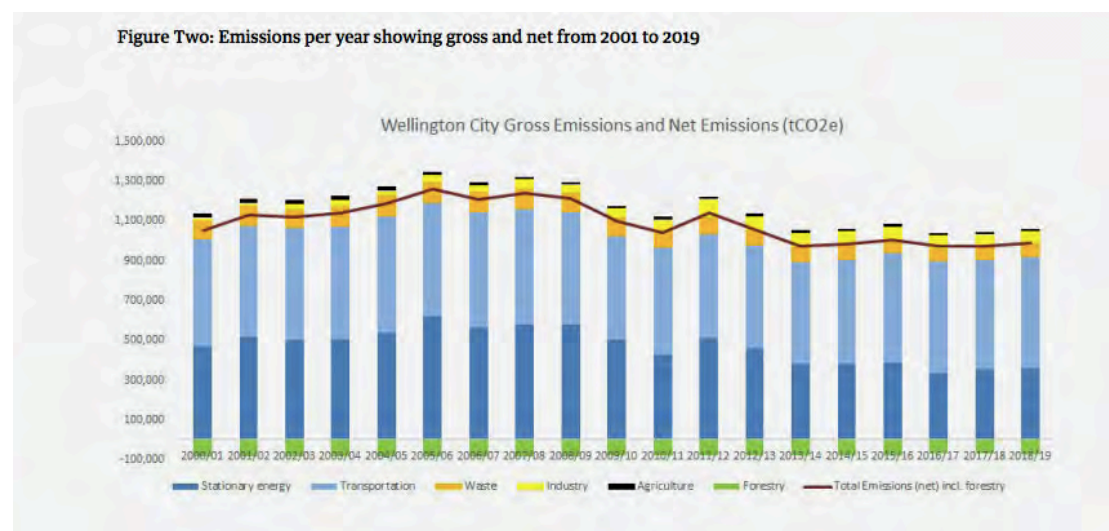
The Council says it measures Wellington City 's emissions using the Global Protocol for Community-scale Greenhouse Gas Emission Inventory (the Global Protocol). This is one of the frameworks that is used internationally for accounting for and reporting on city-wide greenhouse emissions. Zero emissions is defined in net terms. Forest sequestation are deducted from gross emissions.

The distinctive feature about this accounting framework is that it includes emissions from: intercity road travel, domestic and international air travel by city residents and it accounts for emissions embeded in 'imported' electricity.

However, it is not clear whether the Council's approach is consistent with the Global Protocol. The Council's document talks in terms of some transport emissions on Wellington's territory, not in terms of emissions by Wellingtonians. The territorial concept reduces Wellington's emissions because longer distance travel by Wellingtonians is assigned to non-Wellingtonians.

Figure one shows the aggrgate Wellington emissions (on whatever basis) over 2000-2019 and their breakdown.

**Figure one: Wellington emissions per year**



The distinctive features about Wellington's net emissions are:



- They are only about half the New Zealand average on a per capita basis. This is because Wellington does not have significant agricultural and industrial sectors. It does not mean that Wellington residents are more virtuous or 'greener' than New Zealanders on average.
- Emissions fell by 41 percent over 2000-2019.
- Emissions are concentrated in two sectors: stationary energy and transport.
- Road transport emissions account for 34 percent of the total.
- 50 percent of the stationary energy emissions are imputed emissions attributed to electricity. These are expected to largely disappear by 2035 as the grid decarbonises.

We do not accept that Wellington's climate change targets serve a useful purpose in terms of meeting New Zealand's Paris targets. Wellington has neither the obligation or capacity to meet the targets. These sit with the government. The Wellington's Councils efforts are largely just expensive grandstanding that will have almost no impact on New Zealand's overall emissions.

However, even accepting that a local Wellington target should be achieved, this can be done at little cost. The electric car revolution is underway. By 2030-35 most new cars sales will be electric and by 2050 most of the Wellington cars stock will also be electric. Wellington is a high income area, and is leading the electric vehicle charge. The New Zealand Infrastructure Commission reports that Wellingtons electric car ownership rate is 2.3 times the national average..

So by 2050 Wellington could be down to gross emissions of 100,000 tons. These could be offset by additional forest plantings of up to 5000 hectares, probably at a cost of around \$80 to \$100 a ton. Wellington's total area is close to 442,000 hectares so there is plenty of room.

All this will occur without the Wellington Council doing anything beyond responding to the price incentives in the ETS when making its own spending and investment decisions, and if it insists, planting some trees.

### **Possible impact of cycleways on emissions**

Despite its claims that the cycleway is essential to reduce emissions the Council has not provided detailed information on the emissions impact. So we have had to make our own assessment. The Council provides the following information for 2018-19.

Total gross emissions were 1061,000 tons. The transport share is 53 percent and the road transportation share of this is 66 percent for a total of 371,000 tons. However,

we need to exclude from this commercial transport emissions, because they, obviously, will not be impacted, except the most trivial manner, by the cycleways. We also need to exclude from the Wellington territorial omissions commuter trips originating out of Wellington (Hutt, Porirua and Kapiti). It is highly unlikely that many of these users will be induced to cycle into the city because there are more cycle lanes in the city. While this is something of a guess, our assessment of the amount of transport emissions that could be impacted by mode shifts to cycling is half the above number, or 185,000 tons.

## **Part three: Paneke Pōneke - Bike network plan 2021–2031**

This part discusses some of the data and arguments presented in the Council's Bike network document Paneke Pōneke.

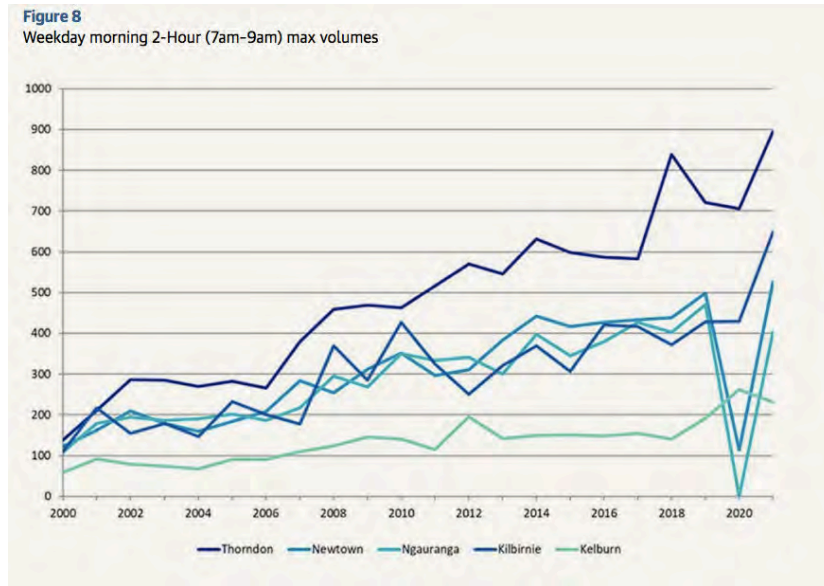
### **Cycling in Wellington**

Census figures show that the number of people cycling as their main means of commuting to work increased from 3.54 percent in 2013 to 4.02 percent in 2018. According to the Council cycling increased by 41 percent over 2012-21. The Council does not explain why their data appears to differ from the census data. The Council also produced data in figure two on cyclist volumes by major conduits into the city. Unfortunately the data refers to maximum volumes over each year, which exaggerates the numbers. Average and minimum volumes should also have been reported.

But the Council is not happy with the increases.

*However, this pace of change is not the big change required within the context of our climate emergency.*

**Figure two: Maximum numbers on main conduits**



### The Council's arguments for the cycleways

#### *Feelings of safety*

The Council's main argument for the cycleway network is that whatever the objective facts around cycling safety many prospective riders do not feel safe. This is putting them off riding. Thus there is a large latent demand for cycling that will be mobilised by the cycleway network. Two surveys were cited in support:

*A Transport Perceptions study carried out by Greater Wellington Regional Council in 2019 revealed that about 28 percent of the respondents reported feelings of safety while cycling, . This compares poorly to the 64 percent perception of safety for pedestrians.*

This description of the survey question was inaccurate. The question was:

*How safe or unsafe do you think people in the Wellington region generally are when they cycle to work or study?*

Repondents were asked to guess how safe everyone in the region is when they cycled or walked. They were not asked how safe they felt as the Council claims. Of course the respondents had no real idea how safe the entire regional population were so they guessed high. And they assumed that walking is safer than cycling, which is true, but hardly new information.

The second survey result was:

*Furthermore, a 2021 Residents Monitoring Survey revealed that only 23 percent*

*of participants agreed that cycling in the city was safe for themselves, and even worse, just seven percent agreed that cycling in the city was safe for their children*

The 23 percent was higher than the 17 percent, in the same survey who thought that the Council makes decisions in the best interests of the city. While 23 percent of respondents thought cycling was safe, only 5 percent cycle regularly, suggesting that perceptions of safety is not the significant impediment to a for a material increase in cycling. 18 percent thought cycling was safe but still did not ride.

On cycling infrastructure the survey found that 45 percent were dissatisfied and 35 percent were satisfied. Only 20 percent were satisfied in the Southern ward, the community that has had an ineffective and unnecessary cycleway forced on them by the Council.

Some responses on the Council's decision making are also relevant here. Only one percent were very satisfied with its decision making and 15 percent quite satisfied. 19 percent were very dissatisfied and 30 percent quite dissatisfied. 11 percent cited cycle lanes as a reasons for their dissatisfaction; 22 percent cited an unwillingness to listen to residents; 19 percent cited focusing on the wrong areas/vanity projects not core city projects.

### **Improved sustainability and environment**

*More people choosing to ride bikes or scooters will result in fewer people using cars. This will reduce fuel consumption and harmful carbon emissions, and will improve air quality, creating a more pleasant and healthier environment for everyone.*

The impact on fuel consumption is discussed below. Wellington does not have an issue with air quality, except for a few downturn locations affected by diesel public transport. So there will not be a material air quality improvement.

### **Better-connected transport network**

*Cycling plays a central role in achieving a balanced transport network that effectively connects people and places.*

*Giving people more choice about how they travel will take more people out of vehicles and onto bikes, which could result in our streets working more efficiently for everyone.*

The Council has not conveyed any information of the impact of more cycling on congestion. To the extent that cyclists shift from buses there will be no impact. While cycling may well reduce the number of cars on the road at times this improvement is vulnerable to swings in bike riding when the weather deteriorates.



This could mean that congestion will become worse on bad weather days. The Council has not mentioned this obvious risk or made any attempt to assess the impact of bad weather. Cycle lanes could exacerbate congestion in some cases as motorists are forced into single lanes.

### **Increased economic activity**

*As New Zealand's capital and third-largest city, Wellington has a strong business and commercial hub. A large portion of the number of people cycling in Wellington is made up of those who cycle to work. This shows there is a need to provide effective connections between residential areas where there is high demand and the central city where most workplaces are based.*

This is not logical . The fact that some people are currently biking to work does not demonstrate that spending to increase that number is necessary.

*A strong transport network is good for the region's economy. The positive effect of bike networks on retail sales has been documented. As a result of building bike lanes in San Francisco<sup>1</sup>, 60 percent of retailers observed more residents shopping locally and 40 percent observed an increase in sales.*

*Reallocating space from on-street parking to bus priority lanes and/or bike lanes increases the number of people able to use our streets and to stop and spend time and money.*

We have not seen any analysis that shows that cycling benefits retail sales in general. The San Francisco study cited did not have anything useful to say about the impact of cycleways on retail trade in Wellington. It covered just 27 merchants on a single street in a grid pattern urban environment. There would have been only a relatively small loss of parking within the wider area. And as the worst affected business would have failed or moved in the four and a half years it took to conduct the survey these negative impacts would have been missed. We note that all of the respondents to the survey emphasised the importance of car parking to their businesses.

Citing an irrelevant San Francisco study is no substitute for a serious analysis of the economic impact on the affected commercial areas in Wellington.

*Giving people more transport choice and being able to get around easily by bike makes Wellington a more attractive place to live, visit and work. It will also help to attract more people to the area as Wellington becomes known for being a cycle-friendly city.*

Attracting more people is mostly just wishful thinking.

---

<sup>1</sup> E. Drennen, Mission District of San Francisco, Economic Effects of Traffic Calming on Urban Small

## Part four: The Cycle Demand Analysis paper

It is claimed that cycling could double with a network of bike-friendly lanes but with some more favorable assumptions there could be a threefold increase. The primary research underpinning the Council's analysis was a Council sponsored paper 'Cycle Demand Analysis' based on a survey conducted in 2014.

Some of the results from the survey were:

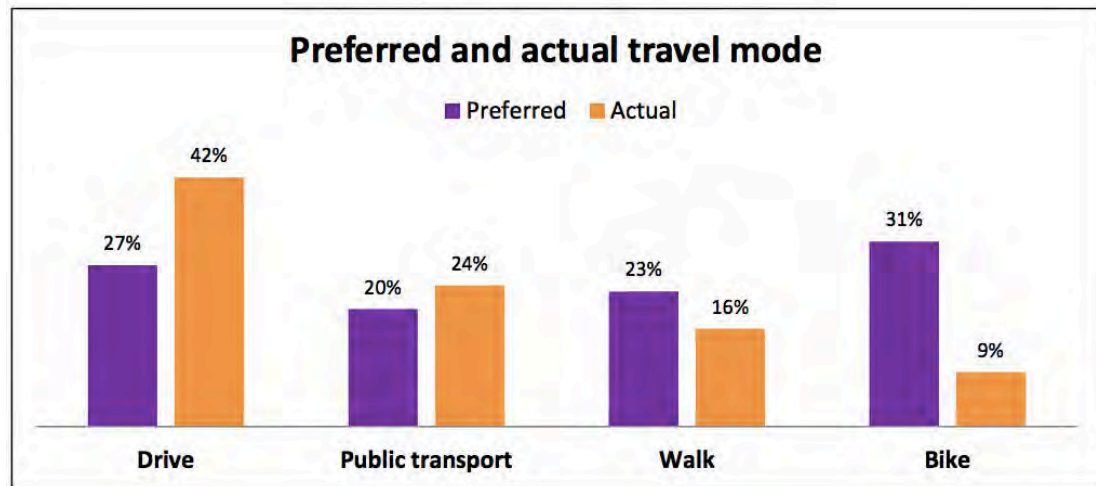
- 76 percent of the population would consider cycling in some circumstances, whether for recreation, errands or commuting if safe separated infrastructure was provided. However this doesn't mean very much in terms of emissions reductions. It just means that under ideal circumstances (good weather, separated cycle path for the whole journey; and a relatively flat and not too long a journey) that many Wellingtonians would be prepared to give cycling a go. They would cycle at least once a year.
- There is a perception that cycling is unsafe and that motorists are inconsiderate.
- Would be cyclists preferred short commutes. Anything over 15 minutes was typically viewed negatively or very negatively.
- There was a recognition that cycleways involve trade-offs. Respondents were not in favor of removing parking on both sides of the road.
- There was more detail on a possible the Island Bay to City cycleway. Specifically it was estimated that the share of cyclists would increase from about 5 percent to 11.5 percent with separate cycleways, an increase of 130 percent.

The Council focused on the data presented in figure three, which they claimed further demonstrated that there was a large latent demand for cycling that could only be unleashed by providing separated cycle lanes. 42 percent of respondent were using cars, but only 27 percent wanted to. And 9 percent were cycling when 31 percent wanted to. We will get to the robustness of these results below, but for now we just note that more people are taking buses than want to, which has implications for the impact of cycling lanes. If they are effective they will draw traffic away from buses. The other point to note is that the preference for walking is nearly 50 percent above the actual walking level. As there are no real infrastructural impediments to walking this suggests that the estimates are capturing factors that can't be changed by Council's actions. Some people would walk if they were closer to work or they didn't live up a hill. Similarly more people might cycle but for the hills and bad weather or their distance from work.

The wide gap between motorists preferred and actual travel mode does not appear in the more recent Waka Kotahi survey discussed below. Their data suggests that drivers are more or less doing what they want to do.

So we should be cautious about taking the Council's survey data at face value.

**Figure three: Preferred and actual travel modes**



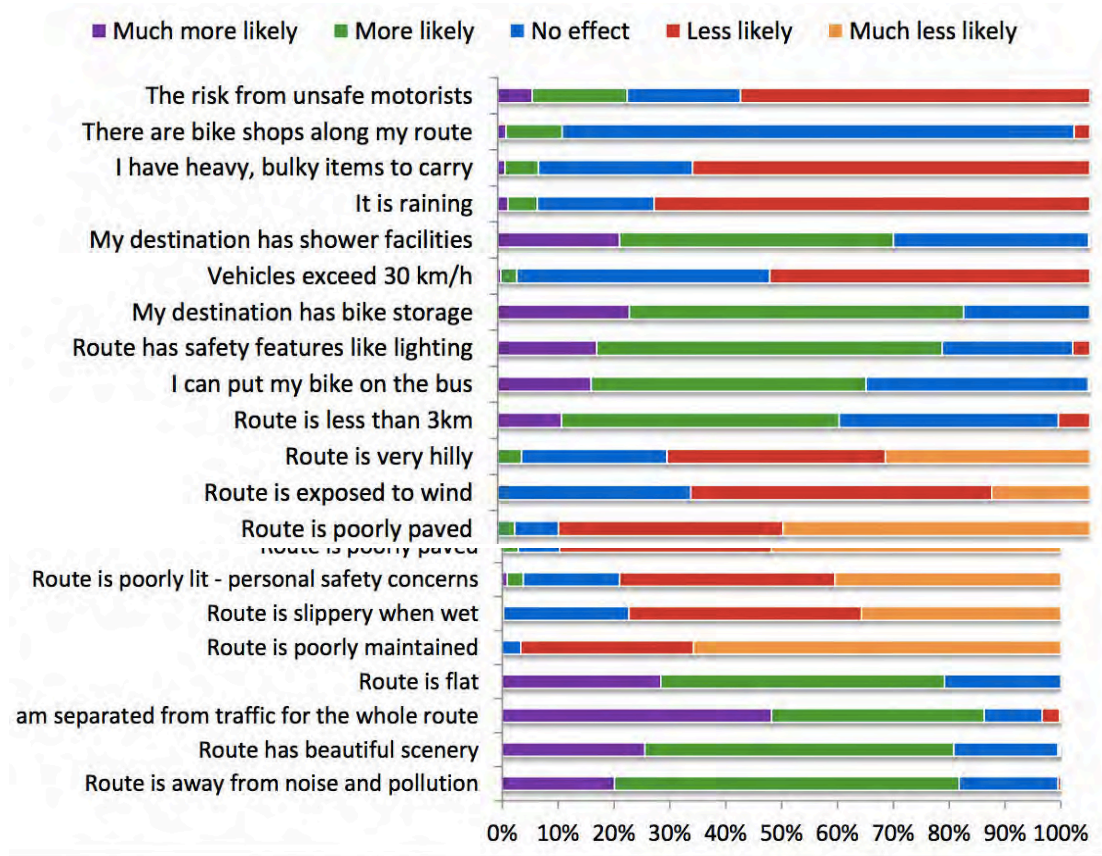
### Barriers to cycling

The main barriers to cycling were described as:

*poorly designed or maintained roads (debris or a poor surface). This is followed by the risk from motorists driving unsafely and an assortment of other barriers such as: poor lighting, a route that is slippery when wet, whether or not it is raining, and the need to transport bulky items.*

The lack of dedicated cycle lanes was not specifically mentioned but the risk from unsafe motorists rated only ninth (see figure four) as a negative influence. On the positive side separation from traffic for the whole route was a strong driver, but few cyclists are likely to be in this situation even with the full cycle network in place.

**Figure four: Impacts on likelihood of cycling**



**Key issues with the cycle demand paper**

The paper used the results of web-based survey on attitudes to cycling and a stated-choice experiment to model the response to a cycleway on the Island Bay to City route. A stated choice experiment consists of hypothetical choices, with varying attributes, that the respondent is asked to choose between.

There were two stages in the exercise. The first, which had a 40 percent response rate, tested attitudes and current cycling behaviour. The second tested responses to cycle infrastructure improvements after respondents had viewed pictures of possible improvements. This had only a 30 percent response rate. The low response rates could have biased the results. Respondents with a strong view on cycling could have been more likely to respond.

The initial results were that current claimed cycling rate exceeded rates reported in the census and the modelled rates **after** the infrastructure improvements. Taken at face value the results were showing that the cycle lane would have no impact on cycling rates.



The authors concluded that the minimal impact results could not be correct and that one of the pre and post improvement cycling rates must be wrong. They concluded that the fault lay with the pre-improvement responses. The justification was:

*We speculate that because cycling may be seen as socially desirable, the interviewee wishes to appear pleasing to the interviewer. Over-reporting may occur prior to prompting due to the misconception that the survey may be a cursory gauge of support.*

Which is a reasonable supposition. However, it was then just assumed that the same bias **did not** apply to future behaviour.

*We also speculate that after going through a rigorous analytical choice process, survey respondents are better prepared to effectively and accurately report their own cycling behaviour given varying levels of infrastructure provision.*

And:

*Finally, we speculate that given the high prominence of cycling in the media of late, it is possible that some respondents who support cycling initially thought it might be a good idea to overstate how much they actually cycle to help "support" the idea of cycling. However, as they progressed through the intensive survey, they realised that honest answers are more helpful.*

This was just making stuff up. Their data and modelling was telling them the cycle lanes would not increase cycle riding. So they simply reduced the estimate of current riding from the reported 9 percent to about four percent (based on the reported census results) and left the projected increase alone, on the assumption that respondents' claims about their future virtuous behaviours were reliable. This is a little like regarding New Years' weight loss resolutions as reliable indicators of future weight changes. The effect of this little twist was to securing a cycling increase of over 100 percent.

The reality is that the authors were in a sticky situation. They were heavily invested, both personally and professionally, in cycle paths but if they admitted that the post improvement responses were overstated the whole exercise would collapse. So they resorted to the most implausible 'speculations' to talk their way out of it.

### **Empirical evidence**

A further obvious omission from the Council's analysis is a review of the literature on the effectiveness of cycling promotion investments. There is a

substantial literature here, and we discuss some relevant papers. The first <sup>2</sup> is a review of 12 studies from 12 countries. Seven of the studies related to individual or group based interventions to encourage cycling. These were effective in only three of the interventions. The more relevant were the environment interventions (cycle lanes etc.), which showed only small improvements.

The English CCT (Cycling Cities and Towns) programme aimed to increase cycling through capital and revenue investments. Changes in cycle commuting between 2002 and 2011 were compared with changes in matched towns. The analysis indicated that cycling to work in the intervention towns increased by 0.69 percentage points.

In Ireland, the Department of Transport set a target of increasing cycling from 2 percent of journeys in 2009 to 10 percent by 2020. There were a range of interventions, including tax-free loans to purchase cycle; infrastructure change (traffic calming, cycle lanes including segregated lanes); promotions and events. By 2016 census data showed that the cycle modal share was 3 percent, well short of the desired 10 percent.

One US study assessed the effects of transport/cycle infrastructure on cycle commuting. Cycle commuter modal share increased in central Minnesota (from 2.8 percent to 3.3 percent. At the University of Minnesota and Minneapolis the share increased (from 0.788% to 0.841 percent ). In the suburbs the cycle commuting share fell from 0.335% to 0.279%.

Other studies show a similar pattern. A summary <sup>3</sup> of studies of Dutch and Danish experiences in encouraging modal changes towards cycling (figure five below) found the shifts from cars to cycling were mostly in the 2 to 3 percentage point range.

Closer to home Chapman et al<sup>4</sup>. compared active transport outcomes over 2011-13 in two New Zealand cities (New Plymouth and Hastings) that had active transport interventions, with two that did not. They found that relative to the control cities, the odds of trips being by active modes (walking or cycling) increased by 37 percent.

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<sup>2</sup> Glenn Stewart, Nana Kwame Anokye, Subhash Pokhrel 2015 What interventions increase commuter cycling? A systematic review BMJ vol 5 issue 8 2015

<sup>3</sup> Interventions in bicycle infrastructure, lessons from Dutch and Danish cases Kees van Goeverden Thomas Sick Nielsen b, Henrik Harder c, Rob van Nes Transportation Research Procedia 10 ( 2015 ) 403 – 412

<sup>4</sup> Chapman R, Howden-Chapman P, Keall M, et al. 2014 'Increasing active travel: aims, methods and baseline measures of a quasi-experimental study.' BMC Public Health;14:935.

But there was no actual increase in active travel. The decline observed in preceding years was merely arrested.

### Figure five : Modal changes Denmark and Netherlands

Table 4. Modal shifts in share of all cyclists in trips in the after situation

Study	Shift from walking	Shift from car	Shift from PT	Shift from all motorized modes
Tilburg (Goudappel en Coffeng and Rijkswaterstaat, 1980)		2%	0%	
The Hague (DHV <i>et al.</i> , 1980)		2%	0%	
Delft (Katteler <i>et al.</i> , 1987)	1%	3% <sup>1</sup>	0%	3%
Bryggebroen (COWI, 2009a)		2%		11%
Åbuén		2%		
Albertslundruten		2.5%		9%
Farmruten		5%	6%	10%

1. 1% for drivers, 2% for passengers.

## Part six: Understanding attitudes and perceptions of cycling & walking WAKA KOTAHI

The Council neglected to mention the more authoritative and useful survey of urban area travel produced by Waka Kotahi.<sup>5</sup> The information presented here is for 2020 but there were earlier versions that the Council could have referenced. Some relevant findings were:

- Overall, 56 percent of urban New Zealanders (who were physically able to ride) feel that they are, or would be safe cycling. 23 percent did not feel safe; 15 percent were neutral and 7 percent did not know. 84 percent of committed riders; 73 percent of regular riders and 75 percent of occasional riders felt safe.
- Those who ride more frequently are more satisfied with the current cycling infrastructure, while recreational riders have lower satisfaction.
- There was support for investment in cycling lanes because it gives people more travel options (60 percent) and it gets people outside exercising (59

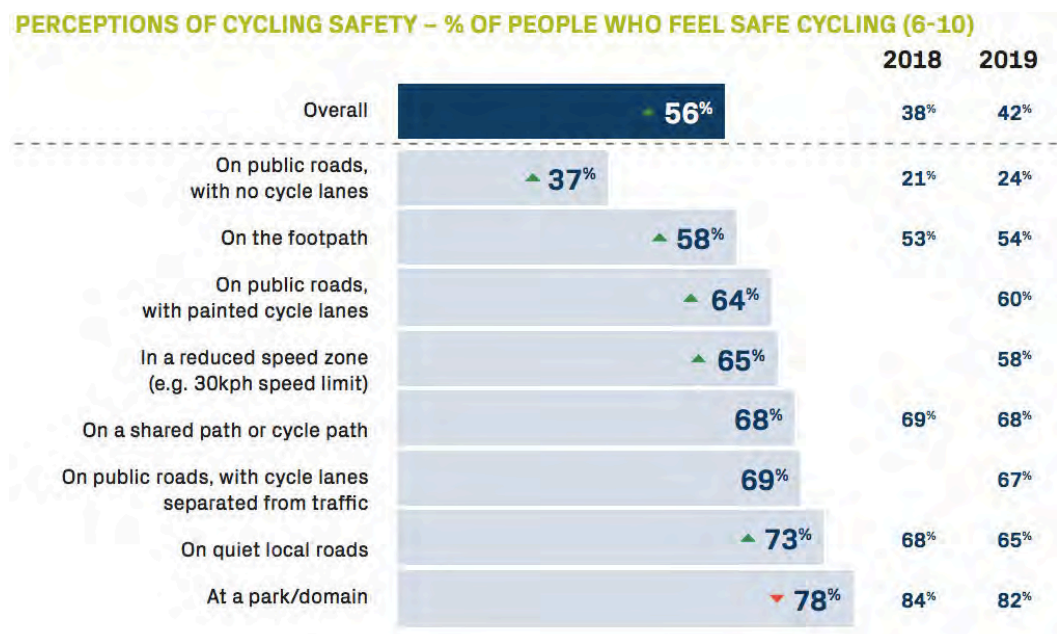
<sup>5</sup> Understanding attitudes and perceptions of cycling & walking WAKA KOTAHI 2021

percent). However these were leading questions and, importantly respondents were not told how much it would cost and how effective the intervention might be.

- Cycling account for 4 percent of the number of trips. There was no information of the distance travelled by bicycle but it would have been significantly less than 4 percent.

There was a useful breakdown of how safe people feel in different cycling environments. The most important finding (figure six ) was that separate cycle lanes did not make a large difference to perceptions of safety. A reduced speed zone or a painted cycle lane was perceived to be almost as safe as a separate cycle lane (64/65 percent vs 69 percent).

**Figure six: Impact of cycling environment on perceptions of safety**







The survey also found that walkers are finding that cyclists are behaving badly on shared pathways. Only 23 percent frequently see cyclists slow down when approaching pedestrians or give a safe amount of space. Only 16 percent used bells to warn pedestrians when approaching from behind.

## Part eight: Improving injury risk

An improvement in injury risk is cited as an important project output. This is based on 2020 data which showed 10 people were seriously injured (spent at least a night in hospital) and 46 received minor injuries while cycling on Wellington streets. The historical data shows that the numbers have been constant despite the increase in cycling numbers, so the accident rates have been falling.

The problem with the Council's numbers is that they did not assess the number of accidents on the prospective cycleways, or exclude accidents that had nothing to do with cars. We examined accidents on the island Bay to city Route for 2000-2022 accessing Waka Kotahi's Crash Accident System. There were four serious accidents. Two were bike alone accidents, one involved a bus, and just **one** involved a car.

The only other evidence cited in support of the impact of cycleway injury rates was a New York city study<sup>6</sup>.

<sup>6</sup> New York Department of Transport, Protected Bike Lane Analysis

The cycleway evidence was as follows:

*A significantly lower risk of injury (40 percent) has been observed following the installation of bike lanes in New York.*

This study found that the decrease in the injury rate on the streets with bike lanes was almost exactly offset by the increase in cycling. Also the study did not account for increased injuries of riders transiting to and from the bike lanes. So the overall effect was probably to increase the number of injuries.

Our expectation is that cycling deaths and serious injury numbers will increase overall because cycling is inherently less safe than riding in a car. There are more deaths on bicycles in the Netherlands, which has a huge cycleway network, than in cars.

But that is not a reason to discourage cycling. The risks are still low and sensible cyclists accept that alongside the many benefits they get from cycling there is a small accident risk. But it does mean the Council should rein in its claims that accidents will be reduced.

**Figure seven: Wellington City cycling accident numbers**



## Part seven: Calculating the impact on emissions

In this part we calculate the impact the cycleway programme will have on Wellington's transport emissions over 2022-50. We first calculate the expected transport emissions over that period and then adjust for the impact of the cycleways.

The following inputs were required:

### 1. The increase in the share of cycling in commuter travel

Forecasting the response of cycle trips to the cycleway role-out is problematic. The Council's policy paper suggested an increase of up to 10 percentage points from the current 5 percent, but as we have demonstrated the evidence for this is extremely thin. A skeptic might suggest that the likely increases are so small that the impact on transport emissions will be immaterial. However, for illustrative purposes we have assumed a relatively optimistic increase from 5 percent of journeys to 8 percent, a 60 percent increase. The emissions impact results we present below can be scaled to reflect stronger and weaker impacts on cycling modal share.

### 2. The diversion from public transport and from walking to cycling.

If commuters divert from walking and busing to cycling there will be no impact on emissions. We have assumed that one third of the increased cycling commuters are diverted.

### 3. The average commuter cycle distance

It is assumed that the average cycling commute is shorter than the average motorist commute. New cyclists will be drawn from motorists with shorter commutes, and so save less than the average level of emissions per journey. A 20 percent reduction in the emissions impact is made.

### 4. Population increase

Population and hence commuting is assumed to increase by one percent a year.

### 5. The change in the stock of electric vehicles.

It is assumed that new vehicles will all be electric by 2035. By 2035 25 percent of the light vehicle stock will be electric increasing to 90 percent by 2050 as the existing stock of internal combustion engine vehicles rolls off.

### 6. Implementation of the cycleway programme.

The impact of the cycle lanes on emissions increases linearly from an assumed 20 percent in 2022 to 100 percent in 2030 when the system is completed.

Our key results are as follows:

- Cycleways have a maximum impact on emissions of 2600 tons in 2030 when the network is complete.
- The increase in electric vehicle fleet see this savings fall to about 350 tons by 2050.
- Over 2022-50 the average impact was about 0.4 percent of the average current level of emissions (adjusted for the population increases).
- Given the capital cost of \$226 million the cost of the emissions savings is about \$4800 per ton. Accounting for the City Streets cycleway investment increases this to around \$5300. We have not attempted to assess the opportunity cost of lost car parks but this could make a significant addition to the total cost per ton.

The reasons why cycleways are a relatively ineffective and expensive way to reduce emissions are:

- Only a relatively small proportion of journeys are diverted to cycling and these journeys will be relatively short;
- Cycleways will not reduce emissions from commercial traffic and long distance commuting;
- Some journeys will be diverted from buses and walking;
- Diversions will be increasingly from electric cars, and so will not affect emission levels.

The Council will probably disagree with our estimates of the impact of the cycleways on emissions. We would welcome that if the Council backs up its arguments with its own quantitative assessment.

But the evidence is conclusive. Emissions reductions are not a justification for the cycleway programme and the Council should stop pretending that it is. The debate on cycleways should turn on the non-climate arguments.

## **Addendum**

### **What about Seville?**

At a recent meeting on the proposed city to Island Bay City cycleway with affected businesses the Council cited Seville, Spain as evidence that the cycleways could be a success. And in Spanish terms the Seville cycleways were a success. According to a



2015 Guardian article<sup>7</sup> celebrating the transformation, cycle riding had increased 11 fold. But that was from 0.5 percent of journeys to six percent, with a lower share for commuter journeys. This is a lower share than Wellington has achieved without bike paths. There does not appear to have been any growth in cycling in Seville since 2015.

### **Further references**

Allatt, TF, S Turner, and L Tarjomi (2013) Reallocation of road space. NZ Transport Agency research report 530. Auckland Transport

Beetham, J (2014) Re-cycling the streets: exploring the allocation of public space for transport. Wellington: Victoria University of Wellington.

Cycling Safety Panel (2014) Safer journeys for people who cycle. Cycling Safety Panel final report and recommendations. Wellington: NZ Transport Agency.

Glenn Stewart, Nana Kwame Anokye, Subhash Pokhrel 2015 What interventions increase commuter cycling? A systematic review BMJ vol 5 issue 8 2015

F Powell, C Bowie, L Halsted, J Beetham and L Baker Opus International Consultants, Wellington and Auckland 2015

The costs and benefits of inner city parking vis- à- vis network optimisation October NZTA research report 575

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<sup>7</sup>

How Seville transformed itself into the cycling capital of southern Europe Guardian January 2015

THE ENVIRONMENTAL AND WELFARE IMPLICATIONS OF PARKING POLICIES –  
ENVIRONMENT WORKING PAPER No. 145 by Antonio Russo (1), Jos van Ommeren  
(2) and Alexandros Dimitropoulos (3)

**Feedback**



<b>NAME:</b> [Redacted]	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> Pacific Island Presbyterian Church Newtown	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

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**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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

**How important is it to make street improvements so buses are quicker and more reliable?**

--	--

To	info@wcc.govt.nz
Submission:	Proposed bus and bike improvement from Newtown to the waterfront via Riddiford Street, Adelaide Road, Cambridge Terrace and Kent Terrace  Please send this submission to the above proposed changes by WCC and traffic resolution.
traffic resolution	(TR173-22)
Personal / business /Building Name choose one	Pacific Island Parkouring Academy
Address	[REDACTED]
email address	[REDACTED]
Privacy	arena. <small>do not contact details in the public</small>
Oral submission	Reserve the right to make an oral submission

**STRONGLY OPPOSE** CHANGED ASPECTS AND FUTURE ASPECTS of this TR and cycleway, bus improvements.

Submission period needs to be lengthened to 21 weeks, currently WCC have too many requests for submissions that substantially impact Wellingtonians and those interacting with Wellington. To present submissions to WCC and do justice in such a short space of time for citizens is too steep to ask of the ratepayers time. The length of this cycleway has very diverse needs in each of its sections, a broad brushstroke approach for all streets and intersections applied from other suburbs will make the functional streets and intersections of this route dysfunctional, simply put more time needed by individuals, businesses and property owners to submit is required.

Not enough consultation has been done with individuals, businesses and property owners for such a substantial hinderance to Wellingtonians.

Cyclists should be registered with license plates and have WOFs to be on roads and footpaths, people are being injured or threatened by riders that simply can not be traced.

Do not want dedicated lanes for cycles and buses, the roads are for sharing. Want all parks and loading zones reinstated as they were prior to the cycleway installation and a decent design plan that is a win-win for all be discussed and designed.

The numbers of cyclists (currently and likely in future) using this proposed cycleway does not support the undoubted upheaval and negative consequences created by the proposal. WCC is using numbers that have not been properly validated with empirical evidence and cherry picking anecdotes from cycleways overseas as well as creating scare tactics around an apparent current lack of safety for cyclists. The cycleway creation is a general installation that does not take into account at least 7 sections of the road that have very different uses along the route for the residents, business and people coming into these areas; they have been excluded/will be excluded from using the areas at the advantage of cyclists; again a detrimental impact to groups excluded by WCC.. There is no supporting data to prove the massive predicted increase by the council of 76% might cycle. The survey questions don't ask the right questions. They are biased and created to suit the agenda. Please consider the detailed analysis by Tailrisk Economics August 2022 Report on the WCC Cycleway.

WCC has no economic impact on effects of creating cycle lanes and dedicated bus lanes along route. WCC have no feasibility study on the impacts of Wellington citizens, its environment and emissions output has been correlated only biased funneling of information on very small data sets has occurred of approximately 600 for Botanic gardens for example given the population of Wellington and the seasonal population of Wellington this minute statistic can not be held as the pivotal figure of change for the Botanic Gardens area nor similar deductions for other parts of Wellington, the correlation is very poor.

Where are the success and failure criteria for this project?

The council Business Case and MCA (Multi Critical Analysis) of the route with the myopic selection of stakeholders and assessment criteria is scandalous, with little or no consideration of resident property assets, business interests, or wider traffic implications. Publishing this type of analysis to back an orchestrated outcome is despicable and has no place in a professional public service.



"Transitional trialling with future feedback potentially allowing for change" of the Cycleway reducing Riddiford Street to one lane has already been done. We argue that there is enough data and information to remove the trial. The cross over near the Mein Street and Riddiford Street is mayhem to traverse and dangerous, this is poorly designed. Mainly to get cyclists from the hospital, a better design would have been to make the hospital workers that cycle use a lane within the hospital property and exit on Mein street and flow with traffic and open the vehicular lane to Mein street again to stop the constriction deliberately created to make traffic, emergency services and freight come to their knees and drive further increasing emissions. The options of bi-passing traffic flows has not been considered, if they were there would be bigger benefits to the areas of this route.

All parking and loading zones along Riddiford streets need to be reinstated including the area of Riddiford North shops. The public are not left with any practicable access to Wellington Hospital from the street nor level street access from parking and exiting a vehicle to entering the auxiliary medical services such as SCL, Imaging; all car parks need to be reinstated in this area all along Riddiford Street, Adelaide through to Courtney Place. Not enough car parks to get to After Hours Medical Center, over 300 patients daily at peak per day use the After Hours Medical Center services how are 5 car parks going to service that load of patients? Even the WCC officers that want to take their families to after hours are suggesting they will drive, where will these WCC officers park let alone people in need of medical care that may well be in worse positions than that of WCC officers. Not enough options have been considered for the areas such as the shops at the John Street intersection this small area would be better served with a slow zone with NO removal of car parks or loading zone. Elderly and mobility compromised have been excluded in the design to the advantage of cyclists wanting a thoroughfare via these affected suburbs, for example. Patients having to park on the steep hill of Hall Street to attempt to embark and disembark elderly from vehicles for a blood test at SCL, it is a struggle not only for the patient but also the caregiver in a city that is 6-9 months of the year in wintery and/or windy conditions. The pedestrian should have priority over the cyclist for a level park and entry to medical care.

Heritage buildings & areas need to be protected & their economic value retained by the buildings housing functioning profit making businesses they are at risk in this proposal from WCC for it's future planning.

Roads have been constricted in Newtown to one lane causing traffic to back up down Adelaide Road, up John Street, down Wallace Street. Congestion will only be added to if changes occur along Kent and Cambridge Terraces. These arterial routes due to poor design of this TR will congest all traffic from East, South and West which is already evident through the Mt Victoria Tunnel in either direction.

Along Adelaide Road the parks should be reinstated as very few buses and cyclists use the roads in either direction during the day. The 7am – 9am and 4pm to 6pm should be retained as it is more than adequate for the cyclist and buses.

Cambridge/Kent Terraces to Vivian St: The proposed closure of the two turnaround areas between Kent & Cambridge Terraces (opposite Barker St & Fifeshire Ave) is ill considered and impractical. These closures will force traffic flows into already heavily congested areas. This will also add to congestion heading north via the Arras tunnel to Taranaki St in the city and State Highway One heading north. These closures and consequential delays (inconvenience) will also unduly affect the ability of local businesses to service their existing customer's needs and attract new custom. This forced extra congestion around these very busy roads does not support the LGWM initiative touted by WCC. This could be resolved simply by adding Stop signs & road markings to the two turn around areas where cyclists cross them. This is normal current practice at intersections across NZ and will allow for the smooth flow of bicycles and allow vehicles to share the road and keep traffic flowing and local businesses accessible & operational. Vehicles heading north on Cambridge terrace (towards Courtenay Place) will not be able to conveniently turn into Kent Terrace before Vivian St, so will be delayed by the long streams of heavy traffic coming down Vivian Street into Kent Terrace (governed by traffic lights). These delays will also affect the flow of cyclists heading to Courtenay Place and their workplaces/destinations in the city. Many of the local businesses are successful new vehicle vendors introducing the latest overseas models with EV technology to a market desperate to contribute to lower emissions and meeting carbon targets. If lower emissions targets are the major catalyst for this proposed cycleway, note use of EV and other non-fossil fuel technologies will be a more significant contributor to emission reductions than introducing dedicated cycle lanes.

Submission ends.

## Feedback



<b>NAME:</b> Bethany Miller	<b>SUBURB:</b> Kingston	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

I support a kerbside cycle way to avoid confusing/scary merging. Continuous cycle way is safest and important. Thanks for fixing the bus stop sections. Please smoothen the cycle ramps do they feel safer to go up and down.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

**Feedback**



<b>NAME:</b> Felicity Wong	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

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**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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To  
info@wcc.govt.nz  
Submission:

Proposed bus and bike improvement from Newtown to the waterfront via Riddiford Street, Adelaide Road, Cambridge Terrace and Kent Terrace

(TR173-22)

Felicity Wong



Yes I wish to make an oral submission

I OPPOSE the TR and cycleway, bus improvements as proposed.

I propose the Gazley plan for cyclists on the centre median strip along Cambridge/Kent Tce instead.

I propose a similar solution for Riddiford/Adelaide Rd - ie creating a two way centre-road cycleway along both streets to/from Mein St.

I prefer that type of continuous cycleway from waterfront to hospital in one seamless centre-road strip of two way cycleway.

I prefer a shared slow zone at the merge point near John Street.

I am a vision impaired cyclist and occasional visitor to the (formerly named) Blind Foundation (nearby in Adelaide Rd). I also regularly cycled from the city to Te Hopai Rest Home, via Hospital Rd, for 12 months in 2019/20. Cyclists do need a safe route to and through Newtown and to the **Medical Precinct area**.

The temporary layout is clearly dangerous and confusing, and it is not the right solution (and as proposed). I oppose merging bus passengers alighting from buses with cyclists. This is dangerous and scary for me as both a cyclist and a bus passenger.

The overarching goal of the National Policy Statement on Urban Development is a “well functioning urban environment”. The goal is being introduced into the Regional Plan for all Wellington district councils to have regard to in making policies and carrying out planning functions. Furthermore, the Local Government Act emphasised the priority to be given to the “wellbeing” of all.



In the context of the local area (relating to the TR), there's clearly been a lack of infrastructure to support cycling for many years, and a considerable build up of frustration & determination on the part of cyclists to see additional infrastructure to support safe city cycling. I keenly support that (as you'd expect.)

However, there's also been a lack of curiosity by city planners & cyclists about the variety of ways to respond and meet that challenge while still enabling local businesses to operate and folks to use the expanding medical precinct surrounding Wellington Regional Hospital.

Planners have taken a "transit" focussed approach to the TR - ie how to get as many cyclists safely through the area of Riddiford St to and from the City & Newtown.

The proposed TR solution is to make Riddiford St into a sort of motorway, take away street parking & give that for cyclists' exclusive use - a reallocation of exclusive use rights.

### **I oppose that proposal.**

I'm particularly concerned to retain the ongoing commercial viability of small businesses within the precinct such as corner stores & the florist, as well as independent small eateries. Those businesses are useful for medical staff and visitors alike.

My particular concern arises from the several heritage buildings within the precinct area in which the businesses are located. Newtown is an important heritage town centre in Wellington, and the John St shop buildings are particularly old, being among the city's first retail buildings, and forerunners of the later development of Newtown.

It's very important for the ongoing viability of the small businesses in the heritage area to retain easy access by **all vehicles & modes** for customers to their stores. Stripping rare car parks from outside heritage buildings is a lose-lose solution.

Private vehicles are used to get to the hospital and it's associated medical precinct by many. They remain a critical component of that hyper-local environment. The hospital and associated medical precinct serves the wider region, and maximising vehicle ease of access is an important component of creating a well functioning urban environment *in that place*. I'm not saying it's the most important, just that it remains very important as the Hospital is without clear, practical alternative access for most people in the region.

There are, however, nearby alternative routes for cyclists and such solutions should be explored in association with the community.

I propose that a *place based approach* be taken to the Medical Precinct.

In general, in Newtown shopping centre I propose a **shared zone/slow speeds approach** which takes a place centered approach from the medical precinct and works with that whole zone to create space for all modes.

Just reallocating exclusive-use rights from one group (ie hospital precinct shoppers using private vehicles) to another group (ie transmitting cyclists) is not a good solution. It will not create a “well functioning urban environment” in the medical precinct.

**Feedback**



<b>NAME:</b> [Redacted]	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

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**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

--

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

**How important is it to make street improvements so buses are quicker and more reliable?**

--	--

To	info@wcc.govt.nz	
Submission/ traffic resolution	Proposed bus and bike improvement from Newtown to the waterfront via Riddiford Street, Adelaide Road, Cambridge Terrace and Kent Terrace  Please send this submission to the above proposed changes by WCC and traffic resolution. (TR173-22)	
email address	[REDACTED]	
Personal / business /Building Name choose one	Personal	
Address	[REDACTED]	
Signature	[REDACTED]	Date 30 August 2022
Privacy	I do not want my personal details nor contact details in the public arena.	
Oral submission	Reserve the right to make an oral submission	

**STRONGLY OPPOSE** CHANGED ASPECTS AND FUTURE ASPECTS of this TR and cycleway, bus improvements.

Submission period needs to be lengthened to 21 weeks, currently WCC have too many requests for submissions that substantially impact Wellingtonians and those interacting with Wellington. To present submissions to WCC and do justice in such a short space of time for citizens is too steep to ask of the ratepayer's time. The length of this cycleway has very diverse needs in each of its sections, a broad brushstroke approach for all streets and intersections applied from other suburbs will make the functional streets and intersections of this route dysfunctional, simply put more time needed by individuals, businesses and property owners to submit is required.

Not enough consultation has been done with individuals, businesses and property owners for such a substantial hindrance to Wellingtonians.

Cyclists should be registered with license plates and have WOF's to be on roads and footpaths, people are being injured or threatened by riders that simply can not be traced.

Do not want dedicated lanes for cycles and buses, the roads are for sharing. Want all parks and loading zones reinstated as they were prior to the cycleway installation and a decent design plan that is a win-win for all be discussed and designed.

The numbers of cyclists (currently and likely in future) using this proposed cycleway does not support the undoubted upheaval and negative consequences created by the proposal. WCC is using numbers that have not been properly validated with empirical evidence and cherry picking anecdotes from cycleways overseas as well as creating scare tactics around an apparent current lack of safety for cyclists. The cycleway creation is a general installation that does not take into account at least 7 sections of the road that have very different uses along the route for the residents, business and people coming into these areas; they have been excluded/will be excluded from using the areas at the advantage of cyclists; again a detrimental impact to groups excluded by WCC.. There is no supporting data to prove the massive predicted increase by the council of 76% might cycle. The survey questions don't ask the right questions. They are biased and created to suit the agenda. Please consider the detailed analysis by Tailrisk Economics August 2022 Report on the WCC Cycleway.

WCC has no economic impact on effects of creating cycle lanes and dedicated bus lanes along route. WCC have no feasibility study on the impacts of Wellington citizens, its environment and emissions output has been correlated only biased funneling of information on very small data sets has occurred of approximately 600 for Botanic gardens for example given the population of Wellington and the seasonal population of Wellington this minute statistic can not be held as the pivotal figure of change for the Botanic Gardens area nor similar deductions for other parts of Wellington, the correlation is very poor.

Where are the success and failure criteria for this project?

The council Business Case and MCA (Multi Critical Analysis) of the route with the myopic selection of stakeholders and assessment criteria is scandalous, with little or no consideration of resident property assets, business interests, or wider traffic implications. Publishing this type of analysis to back an orchestrated outcome is despicable and has no place in a professional public service.



"Transitional trialling with future feedback potentially allowing for change" of the Cycleway reducing Riddiford Street to one lane has already been done. We argue that there is enough data and information to remove the trial. The cross over near the Mein Street and Riddiford Street is mayhem to traverse and dangerous, this is poorly designed. Mainly to get cyclists from the hospital, a better design would have been to make the hospital workers that cycle use a lane within the hospital property and exit on Mein street and flow with traffic and open the vehicular lane to Mein street again to stop the constriction del berately created to make traffic, emergency services and freight come to their knees and drive further increasing emissions. The options of bi-passing traffic flows has not been considered, if they were there would be bigger benefits to the areas of this route.

All parking and loading zones along Riddiford streets need to be reinstated including the area of Riddiford North shops. The public are not left with any practicable access to Wellington Hospital from the street or level street access from parking and exiting a vehicle to entering the auxiliary medical services such as SCL, Imaging; all car parks need to be reinstated in this area all along Riddiford Street, Adelaide through to Courtney Place. Not enough car parks to get to After Hours Medical Center, over 300 patients daily at peak per day use the After Hours Medical Center services how are 5 car parks going to service that load of patients? Even the WCC officers that want to take their families to after hours are suggesting they will drive, where will these WCC officers' park let alone people in need of medical care that may well be in worse positions than that of WCC officers. Not enough options have been considered for the areas such as the shops at the John Street intersection this small area would be better served with a slow zone with NO removal of car parks or loading zone. Elderly and mobility compromised have been excluded in the design to the advantage of cyclists wanting a thoroughfare via these affected suburbs, for example. Patients having to park on the steep hill of Hall Street to attempt to embark and disembark elderly from vehicles for a blood test at SCL, it is a struggle not only for the patient but also the caregiver in a city that is 6-9 months of the year in wintery and/or windy conditions. The pedestrian should have priority over the cyclist for a level park and entry to medical care.

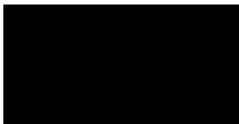
Heritage buildings & areas need to be protected & their economic value retained by the buildings housing functioning profit making businesses they are at risk in this proposal from WCC for it's future planning.

Roads have been constricted in Newtown to one lane causing traffic to back up down Adelaide Road, up John Street, down Wallace Street. Congestion will only be added to if changes occur along Kent and Cambridge Terraces. These arterial routes due to poor design of this TR will congest all traffic from East, South and West which is already evident through the Mt Victoria Tunnel in either direction.

Along Adelaide Road the parks should be reinstated as very few buses and cyclists use the roads in either direction during the day. The 7am – 9am and 4pm to 6pm should be retained as it is more than adequate for the cyclist and buses.

Cambridge/Kent Terraces to Vivian St\_ The proposed closure of the two turnaround areas between Kent & Cambridge Terraces (opposite Barker St & Fifeshire Ave) is ill considered and impractical. These closures will force traffic flows into already heavily congested areas. This will also add to congestion heading north via the Arras tunnel to Taranaki St in the city and State Highway One heading north. These closures and consequential delays (inconvenience) will also unduly affect the ability of local businesses to service their existing customer's needs and attract new custom. This forced extra congestion around these very busy roads does not support the LGWM initiative touted by WCC. This could be resolved simply by adding Stop signs & road markings to the two turn around areas where cyclists cross them. This is normal current practice at intersections across NZ and will allow for the smooth flow of bicycles and allow vehicles to share the road and keep traffic flowing and local businesses accessible & operational. Vehicles heading north on Cambridge terrace (towards Courtenay Place) will not be able to conveniently turn into Kent Terrace before Vivian St, so will be delayed by the long streams of heavy traffic coming down Vivian Street into Kent Terrace (governed by traffic lights). These delays will also affect the flow of cyclists heading to Courtenay Place and their workplaces/destinations in the city. Many of the local businesses are successful new vehicle vendors introducing the latest overseas models with EV technology to a market desperate to contribute to lower emissions and meeting carbon targets. If lower emissions targets are the major catalyst for this proposed cycleway, note use of EV and other non-fossil fuel technologies will be a more significant contributor to emission reductions than introducing dedicated cycle lanes.

**Feedback**



<b>NAME:</b> Ian Paterson	<b>SUBURB:</b> Brooklyn	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

Dear mayor and councillors, The improvements for cyclists and buses are an important and key part to the response to climate change and I fully support the goal of the changes to the Newtown to City roads and cycleways. A key factor in the success to to have more people cycling and while I see there has been a greater take up for adults there needs to be more emphasis to encourage the college age young people. The cycle way passes close by to 3 colleges and 3 schools and the plan needs to incorporate facilitating cycle paths to the colleges to support a greater take up amongst youth. This plan should factor in cyclepaths that can connect to the colleges. I am concerned that cycling to colleges has not been factored into this plan when clearly the cycleway passes close by. I also wish to see a clear and safe implementation with clear communications to cover the construction period so it is clear an obvious how cyclists should travel through the cycleway rather than becoming confused and uncertain as to how to get from a to b during the build phase. The connections required to safely traverse through the intersections need to be clearly spelt out and supported where necessary with traffic light synchronised to provide a safe connection in this case at Riddiford , John St ,Basin Reserve and the north end to get out of Cambridge Terrace and wound to Oriental Parade. I also think it needs to be spelt out how to get around the Basin Reserve when there is an event in progress. The roadmarkings need to be clearer and a guide to ALL roadusers is really need to explain the required behaviours as there needs to be a significant improvement for all road users in their understanding of the road code and what it means for eac type of road user (pedestrian, cyclist, scooterist, motor vehicles,public transport). Consideration needs to be incorporated on how cyclists can move across the road to side exits of the cycleway eg College St , Lorne St etc. The bus lanes need to be 24 x 7 and a key safety consideration. All the cycle lanes should have lane markers (pegs?) to clearly separate the motorised and cycle routes. I support the parking changes and further changes if required to support cycleway safety. Overall the changes are helping to address climate change and the work is a fantastic move forward for the city and I am very supportive of the proposal. When it available for use I think every councillor should get on yer bike and experience the cycleway so they can understand all the factors that are needed to make the cycleway successful , safe and enjoyable. Best wishes Ian Paterson

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

**Walking in the area?**

**Very positive**

<b>Using the bus?</b>	<b>Positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

118116195491

## Feedback



<b>NAME:</b> Paul Robinson	<b>SUBURB:</b> Ngaio	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Stongly oppose**

**Please provide any comments here:**

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

<b>Walking in the area?</b>	<b>Neutral</b>
<b>Using the bus?</b>	<b>Neutral</b>
<b>Riding bikes?</b>	<b>Neutral</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very negative</b>
<b>Living in the area?</b>	<b>Very negative</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Neutral</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Negative**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Low importance</b>	<b>Low importance</b>



**DRAFT**

# **The Wellington City Councils' Cycleway programme**

**An analysis of the climate change  
rationale and other arguments**

**July 2022**

# The Wellington City Councils' Cycleway programme

## Part one: Introduction

The Wellington City Council has affirmed a 10 year, \$226 million programme to install a network of cycleways across the city. In addition, the Lets Get Wellington Moving City Streets programme is expected to have funding to provide multimodal improvements to a value of \$350 million over the next 10 years. Some of this will benefit cyclists and might supplement the explicit cycleway programme. In addition there will be the opportunity costs to residents, businesses and shoppers as parking spaces are lost to cycleways.

The Council says that the key driver of the size of the cycleway programme and the acceleration of the pace of implementation is the need to respond to climate change.

*This Council has declared a climate emergency and we know we must act swiftly. Collectively, we must make changes to preserve and protect our homes, our city and planet and to give our children and generations to come some hope of a sustainable, healthy future.*

*Road transport accounts for a massive 34 percent of Wellington City's emissions so changing how we move around is the best way to make a difference by 2030, and to help us become a net zero carbon capital by 2050.*

The main focus of this paper is on the emissions impact of the cycleways project. Will it make the big difference to Wellington's road transport emissions that the Council is suggesting?

Our assessment is that the Councils claims are grossly misleading. Our analysis shows that even on the fair optimistic assumption that the cycleways will increase cycle commuting by sixty percent this will only reduce road transport emissions by

less than one percent over 2022-2050. But the cost will be \$4800 per ton of emissions reduced. The Council could achieve the same result at a cost of around \$80 a ton by focusing on planting trees.

It is also important to understand that the Council's climate change measures will have no perceptible impact on New Zealand reaching its Paris commitments. The reason is that New Zealand has an emissions trading scheme. The Government sets quantity targets consistent with its Paris commitment and the markets sets the price of the emissions. All the Council is doing in pursuing its own targets is shifting emissions reductions from low cost mechanisms elsewhere in New Zealand to its high cost cycleway programme.

However, the Council is still focused just on Wellington's emissions reductions. But even here the cycleways will make little difference. First, the electric car revolution is coming and by 2050 there won't be many internal combustion engine cars left in Wellington. Obviously, when a commuter switches from an electric car to a bike there is no transport emissions reduction. The transport emissions problem will take care of itself.

Second, all the evidence suggests that cycleways do not generate major changes in transport modes. The Council's optimistic assessment of the cycling uptake, of up to two to three times current levels is based on modeling of how people will respond to cycleways, which was conducted in 2014. However, the modeling actually showed that people would not change their behavior very much if cycleways were provided but the model was manipulated to generate an increased in riders of around one hundred percent.

There is also a large literature that shows cycleways do not generate much additional traffic and the Wellington experience seems to bear that out. The Brooklyn cycleway increased weekday journeys by only 6 percent and the Council has been loathe to produce data for the Island Bay cycleway

As there is no real climate change justification for cycleways the Council needs to make its case in terms of the other claimed benefits: health, safety; reduced congestion and general 'wellbeing'. But the Council has conducted little real analysis to support its arguments on these points. For example, while there has been only one serious accident involving a car and a cycle on the island Bay to City bike route in 21 years, the Council persists in talking up the safety risks the cycleway will address. On the commercial impact the Councils analysis is based on a single,

rather inadequate, study of a San Francisco cycleway. There is no evidence that the Council has seriously assessed the social and economic consequences of its plan.

What we do know is that the programme will create social disharmony. There will be winners and losers. The winners will be a few thousand mostly wealthier male cyclists. The losers will be businesses affected by the lack of parking, home owners who won't be able to park outside their houses and ratepayers in general who will have to foot the bill

This paper is structured as follows:

Part two briefly discusses the Council's Climate change implementation plan. This provides a basis for assessing the impact of the cycleways on that plan.

Part three presents elements of the Council's cycle network plan and some of the assessments of the non-climate change costs and benefits.

Part four discusses the key document 'Cycle Demand Analysis' that underpins the Council's arguments for separate cycle paths.

Part five discusses a recent Waka Kotahi report on transport mode preferences that the Council ignored. It suggests that cycleways will have only a limited impact on the level of cycling in Wellington.

Part six discusses the safety issue.

Part seven presents our assessment of the impact of the cycleway programme on the level of emissions over 2022-2050. Road transport emissions are reduced by about 0.5 percent.

## **Part two: The Councils Climate change programme Te Atakura - First to Zero**

The Council says it measures Wellington City's emissions using the Global Protocol for Community-scale Greenhouse Gas Emission Inventory (the Global Protocol). This is one of the frameworks that is used internationally for accounting for and



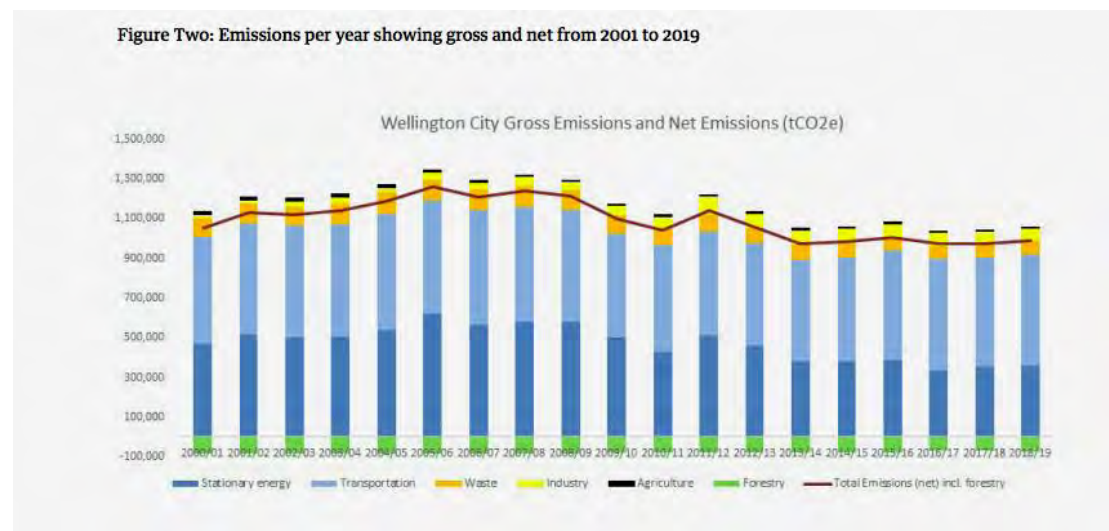
reporting on city-wide greenhouse emissions. Zero emissions is defined in net terms. Forest sequestration are deducted from gross emissions.

The distinctive feature about this accounting framework is that it includes emissions from: intercity road travel, domestic and international air travel by city residents and accounts for emissions embedded in 'imported' electricity.

However, it is not clear whether the Council's approach is consistent with the Global Protocol. The Council's document talks in terms of transport emissions on Wellington's territory, not in terms of emissions by Wellingtonians. The territorial concept reduces Wellington's emissions because longer distance travel by Wellingtonians is assigned to non-Wellingtonians.

Figure one shows the aggregate and composition of Wellington's emissions (on whatever basis) over 2000-2019.

**Figure one: Emissions per year**



The distinctive features about Wellington's net emissions are:

- They are only about half the New Zealand average on a per capita basis. This is because Wellington does not have significant agricultural and industrial sectors. It does not mean that Wellington residents are more virtuous or 'greener' than elsewhere in New Zealand.
- Emissions fell by 41 percent over 2000-2019.
- Emissions are concentrated in two sectors: stationary energy and transport.
- Road transport emissions account for 34 percent of the total.

- 50 percent of the stationary energy emissions are imputed emissions attributed to electricity. These are expected to largely disappear by 2035 as the grid decarbonises.

We do not accept that Wellington's climate change targets serve a useful purpose in terms of meeting New Zealand's Paris targets. Wellington has neither the obligation or capacity to meet the targets. These sit with the government.

However, even accepting that a local Wellington target should be achieved, this can be done at little cost. The electric car revolution is underway and by 2030-35 most new cars sales will be electric and by 2050 most of the Wellington cars stock will also be electric. Wellington is a high income area, and is likely to lead the electric vehicle charge.

At present the EV ownership rate in the Wellington region is about 50 percent higher than the national average and the Wellington city rate is likely to be higher again, perhaps double.

So by 2050 Wellington could be down to gross emissions of 100,000 tons. These could be offset by additional forest plantings of up to 5000 hectares, probably at a cost of around \$80 to \$100 a ton. Wellington's total area is close to 442,000 hectares so there is plenty of room.

All this will occur without the Wellington Council doing anything beyond responding to the price incentives in the ETS when making its own spending and investment decisions.

### **Possible impact of cycleways on emissions**

Despite its claims that the cycleway is essential to reduce emissions the Council has not provided detailed information on the emissions impact. So we have had to make our own assessment. The Council provides the following information for 2018-19.

Total gross emissions were 1061,000 tons. The transport share is 53 percent and the road transportation share of this is 66 percent for a total of 371,000 tons. However, we need to exclude from this commercial transport emissions, because they, obviously, will not be impacted, except the most trivial manner, by the cycleways. We also need to exclude from the Wellington territorial emissions commuter trips originating out of Wellington (Hutt, Porirua and Kapiti). It is highly unlikely that many of these users will be induced to cycle into the city because there are more cycle lanes in the city. While this is something of a guess our assessment of the amount of transport emissions that could be impacted by mode shifts to

cycling is half the above number, or 185,000 tons. If a best case cycling mode shift is around 3 percentage points, (from the current 5 percent of commuting ) then this means the maximum savings based on current emissions will be about five thousand tons a year. But this will progressively drop off to a couple of hundred tons by 2050 as the car fleet becomes electrified .

## Part three: Paneke Pōneke - Bike network plan 2021–2031

This part discusses some of the data and arguments presented in the Council’s Bike network document Paneke Pōneke.

### Cycling in Wellington

Census figures show that the number of people cycling as their main means of commuting to work has increased from 3.54 percent in 2013 to 4.02 percent in 2018. According to the Council cycling increased by 41 percent over 2012-21. The Council does not explain why their data appears to differ from the census data. The Council also produced the data in figure two on cyclist volumes by major conduits into the city. Unfortunately the data refers to maximum volumes over each year, which exaggerates the numbers. Average and minimum volumes should also have been reported.

### Figure two: Maximum numbers on main conduits



But the Council is not happy with the increase.

*However, this pace of change is not the big change required within the context of our climate emergency.*

### **The Council's arguments for the cycleways**

#### *Feelings of safety*

The Council's main argument for the cycleway network is that whatever the objective facts around cycling safety many riders do not feel safe and that this is putting them off riding. Thus there is a large latent demand for cycling that will be mobilised by the cycleway network. Two surveys were cited in support:

*A Transport Perceptions study carried out by Greater Wellington Regional Council in 2019 revealed that about 28 percent of the respondents reported feelings of safety while cycling, . This compares poorly to the 64 percent perception of safety for pedestrians.*

This description of the survey question was inaccurate. The question was:

*How safe or unsafe do you think people in the Wellington region generally are when they cycle to work or study?*

Repondents were asked to guess how safe everyone in the region is when they cycled or walked. They were not asked how safe they felt as the Council claims. Of course the respondents had no real idea how safe the entire regional population were so they guessed high. And they assumed that walking is safer than cycling, which is true, but hardly new information.

The second survey result was:

*Furthermore, a 2021 Residents Monitoring Survey revealed that only 23 percent of participants agreed that cycling in the city was safe for themselves, and even worse, just seven percent agreed that cycling in the city was safe for their children*

The 23 percent was higher than the 17 percent, in the same survey who thought that the Council makes decisions in the best interests of the city. While 23 percent of respondents thought cycling was safe only 5 percent cycle regularly, suggesting that perceptions of safety is not the significant impediment to a for a material increase in cycling. 18 percent thought cycling was safe but still did not ride.



On cycling infrastructure the survey found that 45 percent were dissatisfied and 35 percent were satisfied. Only 20 percent were satisfied in the Southern ward, the community that has had an ineffective and unnecessary cycleway forced on them by the Council.

Some responses on the Council's decision making are also relevant here. Only 1 percent were very satisfied with its decision making and 15 percent quite satisfied. 19 percent were very dissatisfied and 30 percent quite dissatisfied. 11 percent cited cycle lanes as a reasons for their dissatisfaction; 22 percent cited an unwillingness to listen to residents; 19 percent cited focusing on the wrong areas/vanity projects not core city projects.

### **Improved sustainability and environment**

*More people choosing to ride bikes or scooters will result in fewer people using cars. This will reduce fuel consumption and harmful carbon emissions, and will improve air quality, creating a more pleasant and healthier environment for everyone.*

The impact on fuel consumption is discussed below. Wellington does not have an issue with air quality, except for a few downtown locations affected by the diesel public transport. So there will not be a significant air quality improvement.

### **Better-connected transport network**

*Cycling plays a central role in achieving a balanced transport network that effectively connects people and places.*

*Giving people more choice about how they travel will take more people out of vehicles and onto bikes, which could result in our streets working more efficiently for everyone.*

The Council has made no attempt to measure the impact of more cycling on congestion. To the extent that cyclists shift from buses there will be no impact. While cycling may well reduce the number of cars on the road at times this improvement is vulnerable to swings in bike riding when the weather deteriorates. This could mean that congestion will become worse on bad weather days. The Council has not mentioned this obvious risk or made any attempt to assess the impact of bad weather. Cycle lanes could exacerbate congestion in some cases if cyclists take up more of the road per traveller than motorists and motorists are forced into single lanes.

### **Increased economic activity**

*As New Zealand's capital and third-largest city, Wellington has a strong business and commercial hub. A large portion of the number of people cycling in Wellington is made up of those who cycle to work. This shows there is a need to provide effective connections between*

*residential areas where there is high demand and the central city where most workplaces are based.*

This is not logical . The fact that some people are currently biking to work does not demonstrate that spending to increase that number is in some sense necessary

*A strong transport network is good for the region's economy. The positive effect of bike networks on retail sales has been documented. As a result of building bike lanes in San Francisco<sup>1</sup>, 60 percent of retailers observed more residents shopping locally and 40 percent observed an increase in sales.*

*Reallocating space from on-street parking to bus priority lanes and/or bike lanes increases the number of people able to use our streets and to stop and spend time and money.*

We have not seen any analysis that cycling benefits retail sales in general. The San Francisco study cited did not have anything useful to say about the impact of cycleways on retail trade in Wellington. It covered just 27 merchants on a single street in a grid pattern urban environment who were surveyed four and a half years after bicycle lanes were introduced. There would have been only a relatively small loss of parks within the wider area. And as the worse affected business would have failed or moved in the four and a half years it took to conduct the survey, and so would not have contributed to it, the results were biased. We noted that all of the respondents to the survey emphasised the importance of car parking to their businesses.

Citing an irrelevant San Francisco study is no substitute for a serious analysis of the commercial impact on affected commercial areas in Wellington.

*Giving people more transport choice and being able to get around easily by bike makes Wellington a more attractive place to live, visit and work. It will also help to attract more people to the area as Wellington becomes known for being a cycle-friendly city.*

This is mostly just wishful thinking.

## **Part four: The Cycle Demand Analysis paper**

It is claimed that cycling could double with a network of bike-friendly lanes but with some more favorable assumptions there could be a threefold increase. The primary

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<sup>1</sup> E. Drennen, Mission District of San Francisco, Economic Effects of Traffic Calming on Urban Small Businesses, 2003

research underpinning the Council's analysis was a Council sponsored paper 'Cycle Demand Analysis' based on a survey conducted in 2014.

Some of the results from the survey were:

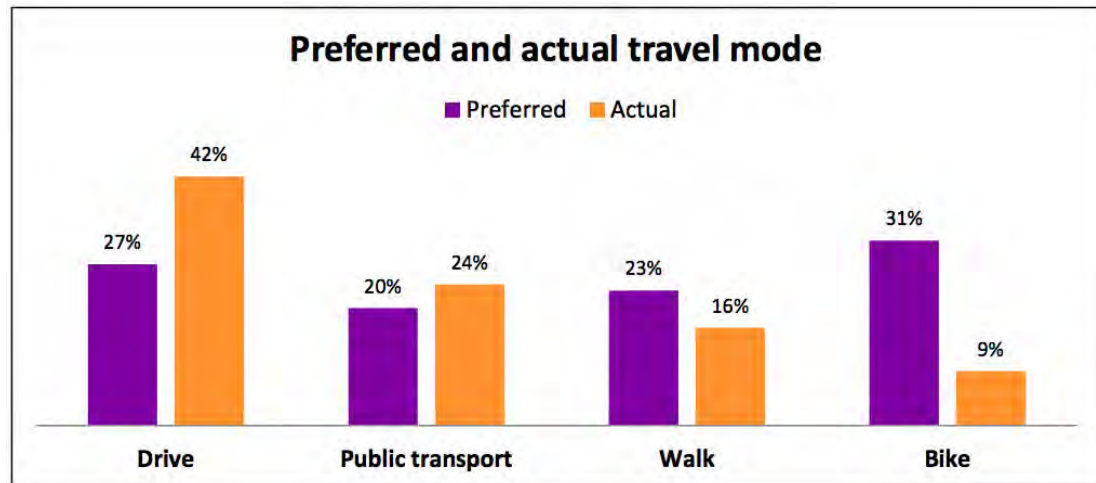
- 76 percent of the population would consider cycling in some circumstances, whether for recreation, errands or commuting if safe separated infrastructure was provided. However this doesn't mean very much in terms of emissions reductions. It just means that under ideal circumstances (good weather, separated cycle path for the whole journey; and a relatively flat and not too long a journey) that many Wellingtonians would be prepared to give cycling a go. They would cycle at least once a year.
- There is a perception that cycling is unsafe and that motorists are inconsiderate.
- Would be cyclists preferred short commutes. Anything over 15 minutes was typically viewed negatively or very negatively.
- There was a recognition that cycleways involve trade-offs. Respondents were not in favor of removing parking on both sides of the road.
- There was more detail on a possible the Island Bay City cycle way. Specifically it was estimated that the share of cyclists would increase from about 5 percent to 11.5 percent with separate cycleways, an increase of 130 percent.

The Council focused on the data presented in figure three which they claimed further demonstrated that there was a large latent demand for cycling that could only be unleashed by providing separated cycle lanes. 42 percent of respondent were using cars, but only 27 percent wanted to. And 9 percent were cycling when 31 percent wanted to. We will get to the robustness of these results below but for now we just note that more people are taking buses than want to, which has implications for the impact of cycling lanes. They will draw traffic away from buses. The other point to note is that the preference for walking is nearly 50 percent above the actual walking level. As there are no real infrastructural impediments to walking this suggests that the estimates are capturing factors that can't be changed by Council's action. Some people would walk if they were closer to work or they didn't live up a hill. Similarly more people might cycle but for the hills and bad weather. And motorists might well prefer to cycle if they didn't live up and steep hill and were closer to work.

The wide gap between motorists preferred and actual travel mode does not appear in the Regional Council's survey. Their data suggests that drivers are more or less doing what they want to do.

So we should be cautious about taking the Council's survey data at face value.

**Figure three: Preferred and actual travel modes**



### **Barriers to cycling**

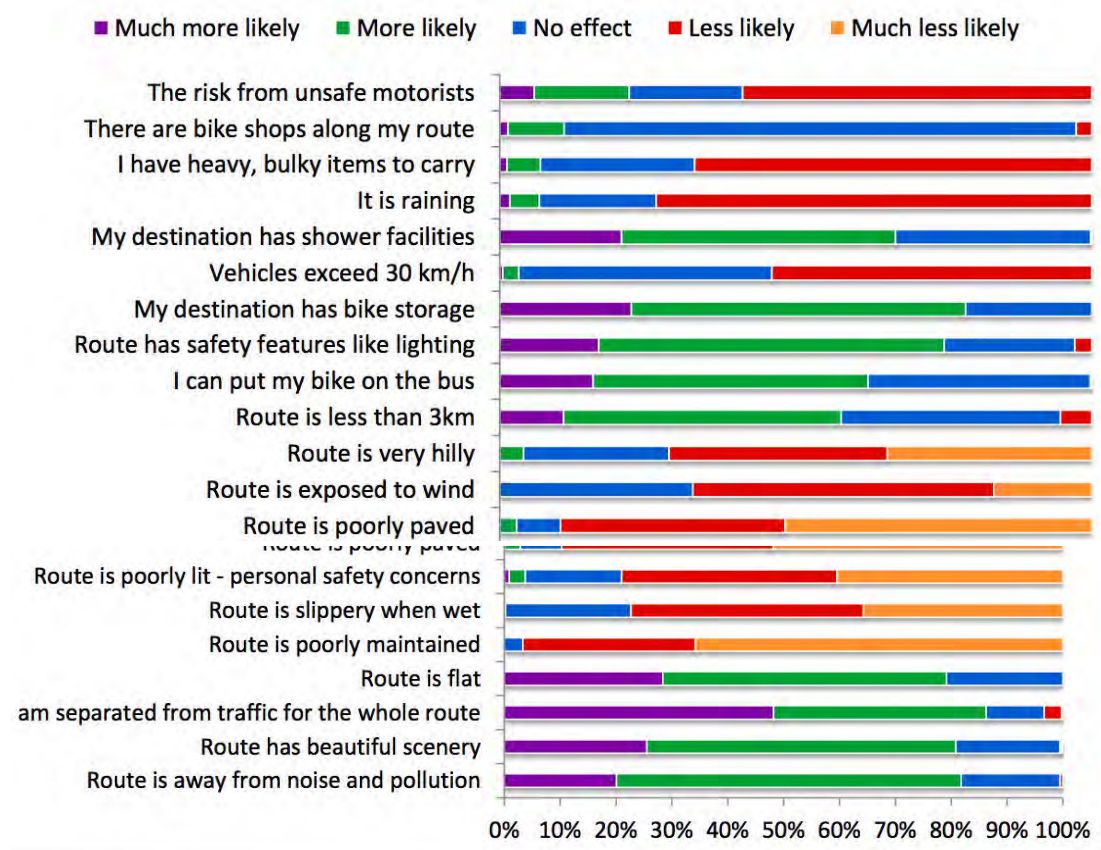
The main barriers to cycling were described as:

*poorly designed or maintained roads (debris or a poor surface). This is followed by the risk from motorists driving unsafely and an assortment of other barriers such as: poor lighting, a route that is slippery when wet, whether or not it is raining, and the need to transport bulky items.*

The lack of dedicated cycle lanes was not specifically mentioned but the risk from unsafe motorists rated only ninth as a negative influence. On the positive side separation from traffic for the whole route was a strong driver but few cyclists are likely to be in this situation even with the full cycle network in place.



**Figure four: Impacts on likelihood of cycling**



### Key issues with the paper

The paper used the results of web-based survey, regarding attitudes towards cycling, and a stated-choice experiment to model the response to a cycleway on the Island Bay to City route. A stated choice experiment consists of hypothetical choices, with varying attributes, that the respondent is asked to choose between.

There were two stages. The first, which had a 40 percent response rate, tested attitudes and current cycling behaviour. The second tested responses to cycle infrastructure improvements after respondents had viewed pictures of possible cycling infrastructure improvements. This had only a 30 percent response rate. The low response rates could have biased the results. Respondents with a strong view on cycling would have been more likely to respond.

The initial results were that current claimed cycling rate exceeded rates reported in the census and the modelled rates **after** the infrastructure improvements. Taken at face value the results were showing that the cycle lane would have no impact on cycling rates.

The authors concluded that a negative impact could not be correct and that one of the pre and post improvement cycling rates must be wrong. They concluded that the fault lay with the pre-improvement responses. In particular

*We speculate that because cycling may be seen as socially desirable, the interviewee wishes to appear pleasing to the interviewer. Over-reporting may occur prior to prompting due to the misconception that the survey may be a cursory gauge of support.*

Which is a reasonable supposition. However, it was then assumed that the same bias **did not** apply to future behaviour.

*We also speculate that after going through a rigorous analytical choice process, survey respondents are better prepared to effectively and accurately report their own cycling behaviour given varying levels of infrastructure provision.*

And:

*Finally, we speculate that given the high prominence of cycling in the media of late, it is possible that some respondents who support cycling initially thought it might be a good idea to overstate how much they actually cycle to help "support" the idea of cycling. However, as they progressed through the intensive survey, they realised that honest answers are more helpful.*

This was just making stuff up. Their data and modelling was telling them the cycle lanes would not increase cycle riding. So they simply reduced the estimate of current riding from the reported 9 percent to about four percent (based on the reported census results) and left the projected increase alone, on the assumption that respondents' claims about their future virtuous behaviours were reliable. This is a little like regarding New Years weight loss resolutions as reliable indicators of future weight changes. The effect of this little twist was to securing a cycling increase of over 100 percent.

The reality is that the authors were in a sticky situation. They were heavily invested, both personally and professionally, in cycle paths but their But if they admitted that the post improvement responses were overstated the whole exercise would collapse so they resorted to the most implausible 'speculations' to talk their way out of it.

### **Empirical evidence**

A further obvious omission from the Council's analysis is a review of the the literature on the effectiveness of cycling promotion investments. There is a

substantial literature here, and we discuss some relevant papers. The first <sup>2</sup>is a review of 12 studies from 12 countries. Seven of the studies related to individual or group based interventions to encourage cycling. These were effective in only three of the interventions. The more relevant are the environment interventions (cycle lanes etc.), which showed only small improvements.

The English CCT (Cycling Cities and Towns) programme aimed to increase cycling through capital and revenue investments. Changes in cycle commuting between 2002 and 2011 were compared with changes in matched towns. The analysis indicated that cycling to work in the intervention towns increased by 0.69 percentage points.

In Ireland, the Department of Transport set a target of increasing cycling from 2 percent of journeys in 2009 to 10 percent by 2020. There were a range of interventions, including tax-free loans to purchase cycle;infrastructure change (traffic calming, cycle lanes including segregated lanes); promotions and events. By 2016 census Census data showed that the cycle modal share was 3 percent well short of the desired 10 percent.

One US study assessed the effects of transport/cycle infrastructure on cycle commuting. Cycle commuter modal share increased in central Minnesota (from 2.8 percent to 3.3 percent. At the University of Minnesota and Minneapolis the share increased (from 0.788% to 0.841 percent ). In the suburbs the cycle commute share fell from 0.335% to 0.279%.

Other studies show a similar pattern. A summary <sup>3</sup>of studies of Dutch and Danish experiences in encouraging modal changes towards cycling (figure five below) found the shifts from cars to cycling were mostly in the 2 to 3 percentage point range.

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<sup>2</sup> Glenn Stewart, Nana Kwame Anokye, Subhash Pokhrel 2015 What interventions increase commuter cycling? A systematic review BMJ vol 5 issue 8 2015

<sup>3</sup> Interventions in bicycle infrastructure, lessons from Dutch and Danish cases Kees van Goeverden Thomas Sick Nielsen b, Henrik Harder c, Rob van Nes Transportation Research Procedia 10 ( 2015 ) 403 – 412

**Figure five : Modal changes Denmark and Netherlands**

Table 4. Modal shifts in share of all cyclists in trips in the after situation

Study	Shift from walking	Shift from car	Shift from PT	Shift from all motorized modes
Tilburg (Goudappel en Coffeng and Rijkswaterstaat, 1980)		2%	0%	
The Hague (DHV <i>et al.</i> , 1980)		2%	0%	
Delft (Katteler <i>et al.</i> , 1987)	3%	3% <sup>1</sup>	0%	3%
Bryggebroen (COWI, 2009a)		2%		11%
Åbuen		2%		
Albertslundruten		2.5%		9%
Faninruten		5%	6%	10%

1. 1% car drivers, 2% car passengers.

Closer to home Chapman *et al.*<sup>4</sup>. compared active transport outcomes over 2011-13 in two New Zealand cities (New Plymouth and Hastings) that had active transport interventions, with two that did not. They found that relative to the control cities, the odds of trips being by active modes (walking or cycling) increased by 37 percent. But there was no actual increase in active travel. The decline observed in preceding years was merely arrested.

## Part six: Understanding attitudes and perceptions of cycling & walking WAKA KOTAHI

The Council neglected to mention the more authoritative and useful survey of urban area travel produced by Waka Kotahi. The information presented here is for 2020 but there were earlier versions that the Council could have referenced. Some relevant findings were:

Overall, 56 percent of urban New Zealanders (who were physically able to ride) feel that they are, or would be safe cycling. 23 percent of cyclists do not feel safe; 15 percent were neutral and 7 percent did not know. 84 percent of committed riders; 73 percent of regular riders and 75 percent of occasional riders felt safe.

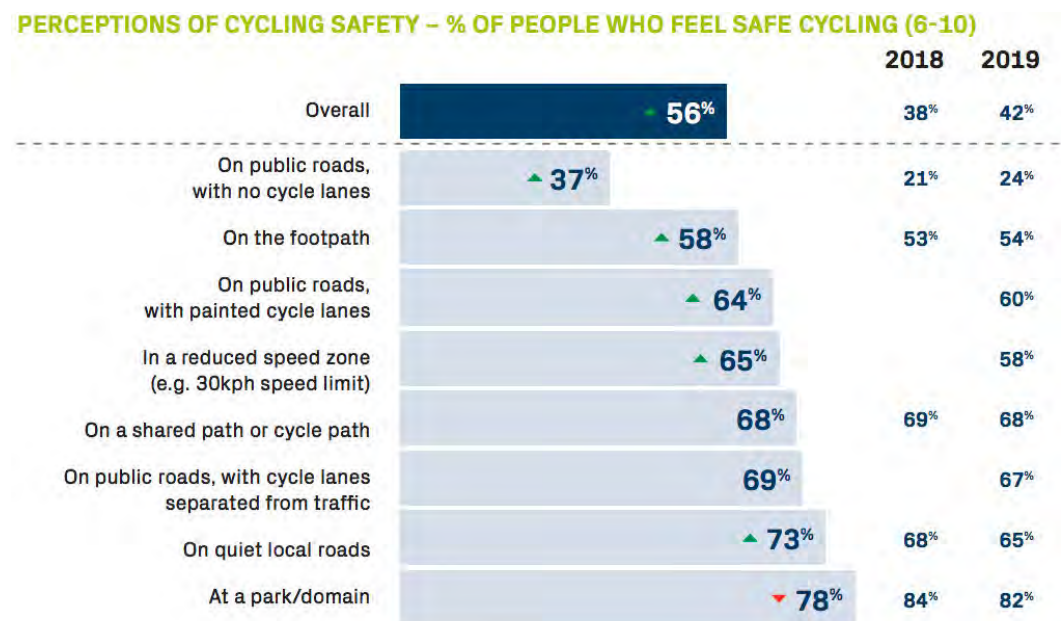
<sup>4</sup> Chapman R, Howden-Chapman P, Keall M, *et al.* 2014 'Increasing active travel: aims, methods and baseline measures of a quasi-experimental study.' *BMC Public Health*;14:935.



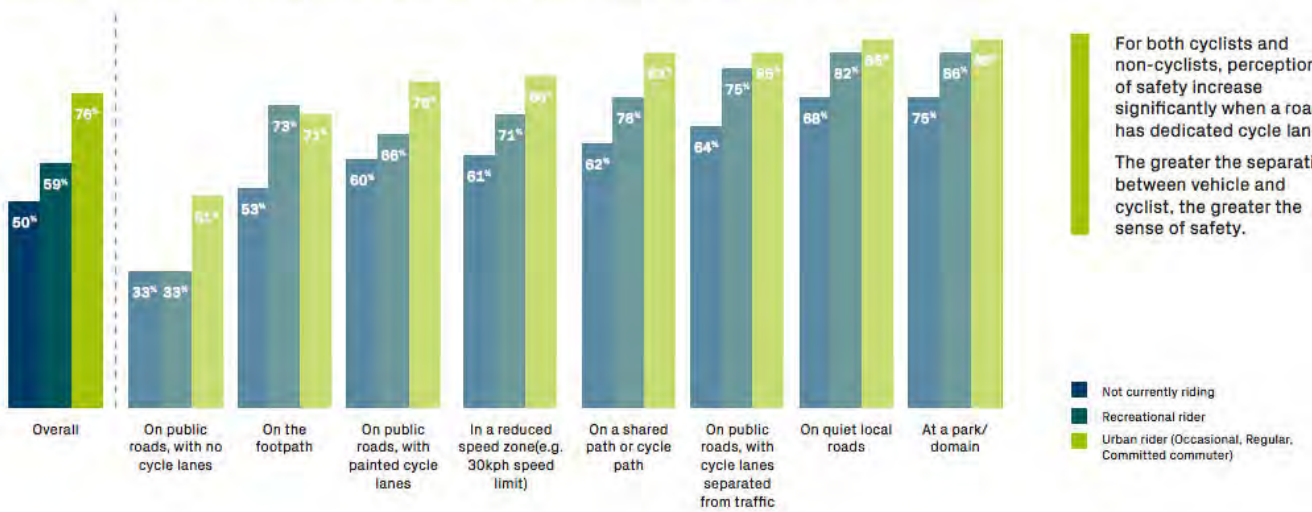
- Those who ride more frequently are more satisfied with the current cycling infrastructure, while recreational riders have lower satisfaction.
- There was support for investment in cycling lanes because it gives people more travel options (60 percent) and it gets people outside exercising (59 percent). However these were leading questions and, importantly respondents were not told how much it would cost and how effective the intervention might be.
- Cycling account for 4 percent of the number of trips. There was no information of the distance travelled by bicycle but it would have been significantly less than 4 percent.

There was a useful breakdown of how safe people feel in different cycling environments. The most important finding (figure six ) was that separate cycle lanes did not make a large difference to perceptions of safety. A reduced speed zone or a painted cycle lane was perceived to be almost as safe as a separate cycle lane (64/65 percent vs 69 percent).

**Figure six. Impact of cycling environment on perceptions of safety**



### PERCEPTIONS OF CYCLING SAFETY – % OF PEOPLE WHO FEEL SAFE CYCLING (6-10)

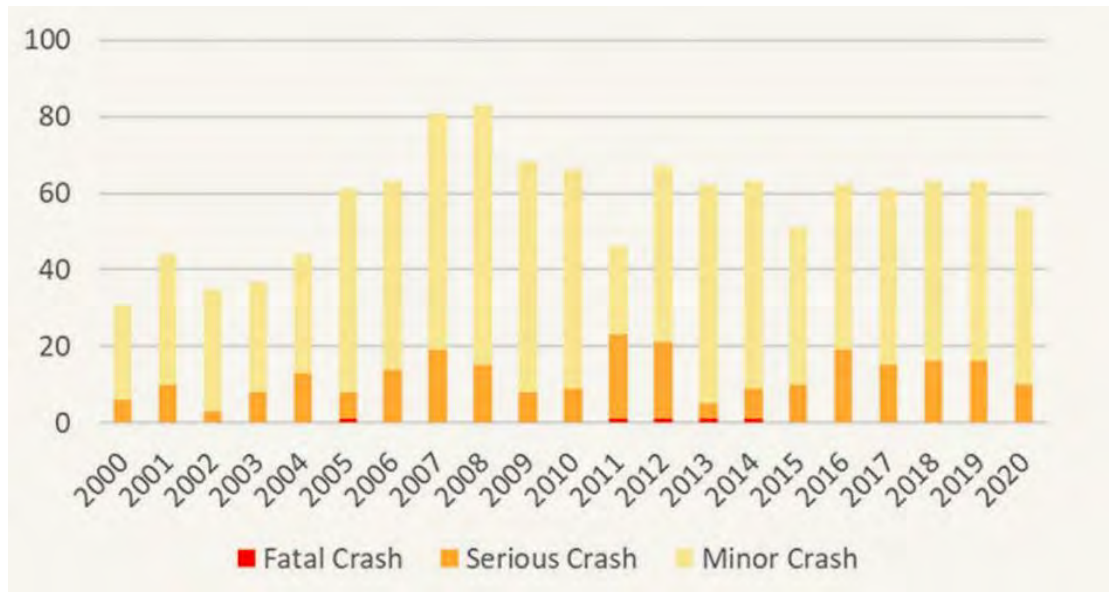


The survey also found that walkers are finding that cyclists are behaving badly on shared pathways. Only 23 percent frequently see cyclists slow down when approaching pedestrians or give a safe amount of space. Only 16 percent used bells to warn pedestrians when approaching from behind.

## Part eight: Improving injury risk

An improvement in injury risk is cited as an important project output. This is based on 2020 data which showed 10 people were seriously injured (spent at least a night in hospital) and 46 received minor injuries while cycling on Wellington streets. The historical data shows that the the numbers have been constant despite the increase in cycling numbers, so the accident rates have been falling.

The problem with the Council's numbers is that the did not assess the number of accidents on prospective cycleways, or exclude accidents that had nothing to do with cars. We conducted that exercise for the island Bay to city Route for 2000-2022. There were four serious accidents. Two were bike alone accidents, one involved a bus and just **one** a car.

**Figure seven: Wellington City cycling accident numbers**

The only other evidence cited in support of the impact of cycle paths on injury rates was a New York city study<sup>5</sup>.

*A significantly lower risk of injury (40 percent) has been observed following the installation of bike lanes in New York.*

This study found that the decrease in the injury rate on the streets with bike lanes was almost exactly offset by the increase in cycling. Also the study did not account for increased injuries of riders transited to and from the bike lanes. So the overall effect was probably to increase the number of injuries.

## Part seven: Calculating the impact on emissions

In this part we calculate the impact the cycleway programme will have on Wellington's transport emissions over 2022-50. We first calculate the expected transport emissions over that period and then adjust for the impact of the cycleway.

<sup>5</sup> New York Department of Transport, Protected Bike Lane Analysis

The following inputs were required:

1. The increase in the share of cycling in commuter travel

Forecasting the response of cycle trips to the cycle path role out is problematic. The Council's policy paper suggested an increase of up to 10 percentage points from 5 percentage [points but as we have demonstrated the evidence for this is extremely thin. A skeptic might suggest that the likely increases are so small that the impact on transport emissions will be immaterial. However, for illustrative purposes we have assumed a relatively optimistic increase from 5 percent of journeys to 8 percent, a 60 percent increase. The emissions impact results we present below can be scaled to reflect stronger and weaker impacts on cycling modal share.

2. The diversion from public transport and from walking to cycling.

If commuters divert from walking and busing to cycling there will be no impact on emissions. We have assumed that one third of the increased cycling commutes are diverted.

3. The average commuter cycle distance

It is assumed that the average cycling commute is shorter than the average motorist commute. New cyclists will be drawn from motorists with shorter commutes, and so save less than the average level of emissions. A 20 percent reduction in emissions is made.

4. Population increase

Population and hence commuting is assumed to increase by one percent a year

5. The change in the stock of electric vehicles.

It is assumed that new vehicles will all be electric by 2035. By 2035 25 percent of light vehicles will be electric increasing to 90 percent by 2050.

6. Implementation of the cycleway programme.

The impact of the cycle lanes on emissions increases linearly from an assumed 20 percent in 2022 to 100 percent in 2030.

Our key results are as follows:

- Cycleways have a maximum impact on emissions of 2600 tons in 2030 when the network is complete.
- The increase in electric vehicle fleet see this savings fall to about 350 tons by 2050.
- Over 2022-20 the average impact was about 0.5 percent of the average current level of emissions (adjusted for the population increases).



- Given the capital cost of \$226 million the cost of the emissions savings is about \$4800 per ton.

The reasons why cycleways are a relatively ineffective and expensive way to reduce emissions are:

- Only a relatively small proportion of journeys are diverted to cycling and those journeys will be relatively short;
- Cycleways will not divert commercial and long distance commuting;
- Some journeys will be diverted from buses and walking;
- Diversions will be increasingly from electric cars, which will not affect emission levels.

The Council will probably disagree with our estimates of the impact of the cycleways on emissions. We would welcome that if the Council backs up its arguments with its own quantitative assessment.

## References

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Glenn Stewart, Nana Kwame Anokye, Subhash Pokhrel 2015 What interventions increase commuter cycling? A systematic review BMJ vol 5 issue 8 2015

<sup>1</sup> THE ENVIRONMENTAL AND WELFARE IMPLICATIONS OF PARKING POLICIES – ENVIRONMENT WORKING PAPER No. 145 by Antonio Russo (1), Jos van Ommeren (2) and Alexandros Dimitropoulos (3)

The costs and benefits of inner city parking vis- à- vis network optimisation October 2015 F Powell, C Bowie, L Halsted, J Beetham and L Baker Opus International Consultants, Wellington and Auckland  
NZTA research report 575

<sup>1</sup> THE ENVIRONMENTAL AND WELFARE IMPLICATIONS OF PARKING POLICIES – ENVIRONMENT WORKING PAPER No. 145 by Antonio Russo (1), Jos van Ommeren (2) and Alexandros Dimitropoulos (3)

**Feedback**



<b>NAME:</b> [Redacted]	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> General Grocer	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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To	info@wcc.govt.nz
Submission:	Proposed bus and bike improvement from Newtown to the waterfront via Riddiford Street, Adelaide Road, Cambridge Terrace and Kent Terrace  Please send this submission to the above proposed changes by WCC and traffic resolution.
traffic resolution	(TR173-22)
Personal Name	██████████
Business Name	General Grocer Newtown
Building name	
Address / email address	████████████████████
Oral submission	<b>Yes I want to make an oral submission</b>
Privacy	<b>I do not want my personal details, business details nor contact details in the public arena.</b>
Submission summary	<b>STRONGLY OPPOSE</b> CHANGED ASPECTS AND FUTURE ASPECTS council has not done an economic impact of the effect of creating cycle lanes along this route nor a sound feasibility study on the impacts of Wellington citizens, its environment and emissions output.  As there are 7 affected sections the usual 1 hours of public submission must be extended to three hours and the time frame of the Newtown to City cycleway submissions must be extended by at least a further 14 weeks, 3 weeks for each section of the Newtown to City cycleway.  Heritage areas need to be protected and have an economic value



Submission time frame	<p>Three week timeframe is not enough for the varied cycleway that has at least 7 very different needs and uses; this compromises the effective submission period to be heard the submission period must be lengthened.</p> <ul style="list-style-type: none"> <li>• To get a valid response from the public, patients, individual persons, land owners and businesses it would take at least 21 weeks.</li> <li>• Data shows that the consultation and engagement was not carried out with substantial input from people in the area let alone outside, yet the information provided by WCC states they are using the historical information gathered earlier. This was not a substantial representation then and not now, still there are currently potential submitters that are oblivious to the Traffic Resolution and request to submit by WCC.</li> <li>• The above feedback is the big voice of opposition and the short time frame for submission in such a lengthy cycleway that has at least 7 different uses compromises the ability of Wellingtons public to be heard, the submission period should be lengthened.</li> </ul>
Data	<p>The numbers of cyclists (currently and likely in future) using proposed cycleway does not support the disruptive and negative consequences created by the proposal.</p> <p>WCC is using numbers that have not been properly validated with empirical and substantiated evidence from cycleways overseas thus creating scare tactics around an apparent current lack of safety in Wellington.</p> <p>Please consider the detailed analysis by Tailrisk Economics August 2022 Report on the WCC Cycleway.</p> <p>WCC own data proves: Adelaide Road had 299 cyclist on average weekday in July 2022. A maximum of 60 at 8am and 40 at 5pm. July 2021 saw 377 on average. A reduction with the changes in work habits. Basin Reserve had 177 on average on a weekday in 2022 and 315 in July 2021 and 292 in 2020. A maximum of 65 cyclists at 8am and 40 at 5pm. The counters are at the Basin Reserve entrance and just north of Wakefield Park on Adelaide road. The Adelaide Road counter isn't even on the Island Bay cycle lane so no one knows how many cyclists actually use it. There is no supporting data to show the massive predicted increase by the council of 76% might cycle. The survey questions don't ask the right questions. They are bias and created to suit the agenda.</p>

<p>Poor design</p>	<p>The design of the Newtown to City cycleway may be based on international standards but those standards aren't necessarily ones that suit Wellington.</p> <ul style="list-style-type: none"> <li>• The public are not left with any practicable access to Wellington Hospital from the street nor level street access to the auxiliary medical services such as SCL and Imaging.</li> <li>• It is clear that the medical facilities operating in this area were given Hobsons choice i.e. made to choose the best of the worst options. For example parking up an incline on Hall street for elderly or other persons with sight or physical impairments is difficult and unacceptable.</li> </ul> <p><u>What would make this area better?</u></p> <ul style="list-style-type: none"> <li>• Returning the street level access for the entire medical precinct area along Riddiford and Adelaide Road so that patients, care givers, staff and transportation for these patients have street access level on the level to access these facilities.</li> <li>• The cyclists exiting the Wellington Hospital must ride the distance internally within the Hospital car park and exit on Mein Street rather than traverse traffic rather than have exclusive use of the streets either side. Roads are equally shared for all modes of transport there must be no exclusivity. Buses, bikes, cars and pedestrians are ready users and in this is very important that they have free use to this medical hub.</li> <li>• The traffic must be slowed from the existing 50km/hr to 30km/hr from Courtney Place through to Riddiford Street and up to Newtown Avenue this will avoid the changes proposed under this TR and remove what is proposed along Riddiford Street.</li> <li>• The median strips are under used and these should be considered as part of an overall plan.</li> <li>• A clearway can be installed for peak times use with parking to remain unchanged. The traffic is less outside peak hours commuting and the cyclists must take responsibility for their own safety in using reflective clothing, have lights at all times and appropriate clothing where they can be readily seen and obey the road rules at all times.</li> <li>• Where are the success/fail criteria? What criteria is to be used to judge the success or fail rate of the proposed cycleway, there must be transparent measures to judge the success or otherwise of this project.</li> </ul>
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Current unacceptable changes

- Transportation options for contracted medical services require drop off and pick up on level areas yet personal vehicles nor taxis can get to the medical facilities to provide their passengers in need with level access to the drop off area near the medical facilities. To get to other branches it requires a higher emission load by further travel.
- The planning officers were asked the question how do you propose that families can be safely transported to After Hours accident and emergency facilities? With the removal of car parks for people seeking emergency help it becomes difficult and stressful proposition for people looking to park at these after hours facilities. How can you justify five car parks as sufficient to cater for at least 300 patients per day. This surely will cause anguish and distress for people wishing to access these facilities. I contend that the proposed parking is inadequate to meet the needs of people either requiring, visiting what is a medical hub i.e. Southern Cross Hospital, Wellington Regional Hospital and Wakefield Hospital and other auxiliary services.
- Lack of parking within the hospital itself causes patients, caregivers and staff to be frustratingly circling looking for parking. Not having street parking disadvantages access the hospital by care givers, patients. At the end of the day that area of Riddiford street services patients and all parking along there must be restored.
- Taxi/Uber drivers with contracted services to ACC and their clients needing access to blood testing, imaging in this medical hub are unable to park on level access and need to drive around the block while waiting for the client to return after blood testing or imaging etc. in many instances they are forced to park illegally to allow for easy access for the patient to the taxi/uber.
- It makes it difficult for emergency vehicles like fire engines, police vehicles to get through with traffic on both sides of the road. I witnessed this happen the police cars had to use the oncoming traffic lane to get passed buses and cars as there was nowhere for anyone to pull over to allow them through.
- Who will be responsible for taking pulse of the businesses that have lost business/clients through the removal of parking outside the premises e.g. the physio, cancer society, Eden sleep and others? This information must be gathered as part of the process.

Current unacceptable changes continued

- I contend that the design proposal is flawed and does not consider or accommodate users from other parts of the Wellington region and beyond. It does not consider extended families and their care for infirmed, sick or elderly family members. The design is sadly lacking in this respect and does not allow for easy access to the hospital . There is a fundamental lack of ambulance service which these extended family members and friends can utilize to transport their family to hospital.
- I see in the proposal the elderly and mobility compromised have been ignored to the advantage of cyclists wanting an exclusive thoroughfare through the suburb. Weighting for the loss of amenity for a large number of Wellingtonians has obviously not been considered.



7 sections of the cycleway varying uses

The cycleway creation is a general installation that does not consider at least 7 sections of the road that have very different uses:

**Section One**

Southern end of the cycleway services parking for the Newtown South shops, school drop offs and picks ups. The removal of the parks has placed undue pressure on parents doing pick ups and drop offs, shopping area, market shoppers and adjacent streets, to the extent that customers of these shops are driving on past. Parents are left frustrated by the forced inconvenience. If this proposal continues unchanged it is the This is the beginning of end for the Newtown we know and love.

**Section Two**

The areas in front of Wellington Hospital and western auxiliary medical services. There is no longer access for the citizens of Wellington and the wider community to get their family and friends to these important services. The proposal denies these people easy access to this area at the benefit of cyclists. These same cyclists could use alternative routes to get home or to work. This area is now a point of constriction for ALL modes of traffic. Traffic travelling at peak has been reduced to only one lane causing traffic to snake round the Basin Reserve, up into Mt Cook via John Street, and Wallace Street bringing it to a grid lock situation. The regular traffic reports on local radio stations are now advising people to avoid Newtown as they might be stuck in what is traffic congestion. The bus pontoons that have been placed on either side of the street in front of the hospital impede traffic flow and I consider are deliberate strategy by council to dissuade people using private cars to encourage them to use buses or bike transport. During the pandemic why would I want to travel in public transport and expose themselves to infection? Why would I want to travel on public transport if I have a formal occasion to attend. Newtown is a residential area of extended families and they like to travel together and car pool. This is not going to be the conversion that will make people change their transport needs predominantly because families east and south live as extended families and they have already reached their efficiency by travelling together and car-pooling together.

**Section Three**

The Riddiford North shops will be left without convenient parking and operating at a disadvantage and will continue to lose business through the lack of parking, loading zone and other services. There appears to be a lack of understanding in Council that the Countdown and Children's hospital parking buildings are NOT an acceptable or viable alternative for people wishing to shop on their way home. Council could find themselves at risk to claims for compensation for business losses. An example of the impact has seen Brewhouse leaving the area, Columbus Coffee bar has also closed and the recovery room were also unable to sell their business due to the impending changes to the area.

**Section Four**

The Adelaide and Riddiford North intersection, again stores have closed or moved on from this area in at least 2 months due to the strains of operating a business without parking in the area. Stacks furniture now have their own enclosed parking further down the street as the future on Riddiford North will have none. Many more will be affected and it is very clear that council has not done an economic impact of the effect of creating cycle lanes for one of these components of Wellington let alone the cycle way itself.

**Section Five**

The Adelaide Road strip to the Basin reserve and Newtown South are both home to Wellingtons largest events Cricket at the Basin, Events at the Basin and Festivals in Newtown. How are the elderly and mobility compromised going to be able to attend in a socially respectable manner to enjoy these events with family, friends or caregivers. Council have made it impossible to get to these events in their design plan.

The businesses in the area again will be compromised and adjacent streets will have pressure placed on them not only from the removal of parking during the day but also the staff of the three hospitals in Wellington using the areas to park on their shifts, a vast number of staff arrive from the regions of Wellington and want to head home at their convenience not be trapped into waiting for a bus as people have more going on in their lives than just work. For example they may have to leave work to attend an emergency or important event. Nor will these interruptions/hurdles created by WCC to their life be fulfilled using taxis or Uber.

### **Section six to seven**

Basin Reserve (section six) & Kent terrace/Cambridge terrace to Courtney place (Section 7) these areas are going to have their medium strips made continuous be blocking off the turning points along the terraces, this is only going to place undue pressure along the streets, their adjacent streets as people try to compensate for the loss of parking in the area. The resultant impact more snaking of traffic built on to the congestion already caused from the Newtown constrictions. Further east the impacts are on Ruahine Street, Constable Streets (south going east) which are more congested than previously from the exclusive cycle lanes. It makes no economic or financial sense to make these temporary changes when there are larger projects in the wings (buses) that will require more alterations to this major arterial route.

### Cambridge Terrace to Vivian St

The proposed closure of the 2 turnaround areas between Kent & Cambridge Terraces (opposite Barker St & Fifeshire Ave) is ill considered and impractical.

These closures will force traffic flows into already heavily congested areas.

- Vehicles heading South and East on Kent Terrace wanting to access Cambridge Terrace businesses will be forced to go around the Basin Reserve. This is already the most congested road in Wellington with vehicles joining "State Highway One" to the airport and highly populated Eastern suburbs via the Mt Vic tunnel and to Southern suburbs. This will delay emergency access to Wellington Hospital and After Hours Medical services.
- This will also add to congestion heading north via the Arras tunnel to Taranaki St in the city and State Highway One heading north.
- Vehicles heading north on Cambridge terrace (towards Courtenay Place) will not be able to conveniently turn into Kent Terrace before Vivian St, so will be delayed by the long streams of heavy traffic coming down Vivian Street into Kent Terrace (governed by traffic lights). These delays will also affect the flow of cyclists heading to Courtenay Place and their workplaces/destinations in the city.
- These closures and consequential delays (inconvenience) will also unduly affect the ability of local businesses to service their existing customer's needs and attract new custom.
- This forced extra congestion around these very busy roads does not support the LGWM initiative touted by WCC.

This could be resolved simply by adding Stop signs & road markings to the two turn around areas where cyclists cross them. This is normal current practice at intersections across NZ and will allow for the smooth flow of bicycles and allow vehicles to share the road and keep traffic flowing and local businesses accessible & operational.

Many of the local businesses are successful new vehicle vendors introducing the latest overseas models with EV technology to a market desperate to contribute to lower emissions and meeting carbon targets.

If lower emissions targets are the major catalyst for this proposed cycleway, note use of EV and other non-fossil fuel technologies will be a more significant contributor to emission reductions than introducing dedicated cycle lanes.



<p>Funneled surveys</p>	<p>The council Business Case and MCA (Multi Critical Analysis) of the route with their selection of stakeholders and assessment criteria is risible, with little or no consideration given to resident property assets, business interests, or the wider traffic implications. Publishing this type of analysis to back a flawed process is unacceptable and is not a professional way to conduct such a survey.</p>
<p>Advertising the agenda</p>	<p>Finally in all the city planning and council publicity material there is bias toward the cycle lane proposal it is clear that Wellington City Council is hell bent on providing exclusive cycleways. The TRA are particularly concerned about the impartiality of the review process of the submissions and have little confidence that resident and business concerns will earn the same weighting as other stakeholders. This bias has migrated even as far as the (TR173-22) online submission form with tick box posing questions typically presented as supportive propositions, e.g. "How important is it to make street improvements so buses are quicker and more reliable?" (There would be quite different answers If the questions was posed as ; "do you think buses should block the road to allow people on and off")</p>
<p>Benefits to the few over the many</p>	<p>Above all the council published Daily Average Cycle Count data and the benefits to a small faction of the community needs to be balanced against the significant detrimental effect on the wider community.</p>



Discussion of the wider impacts of the Cycleway on Residents, businesses and the wider community  
Trial is already proved flawed

Proven traffic congestion by reducing the route to one lane for motorists there will be ongoing traffic congestion for motorists by reducing the route to one lane. The residents of Newtown, Island Bay, along with Berhampore commuters, Kilbirnie, Miramar and surrounding suburbs have clear memories of the council closures of the Riddiford North outside the Wellington Hospital earlier this year. This caused unacceptable disruption to families, citizens and other commuters and impacted on the business in the Riddiford North area with detrimental impacts on their turnover. of Wellington and has left the businesses in the Riddiford North area with permanent impacts on their trade. The remainder of works will flat line the business there and will not assist the businesses in Newtown south with the Riddiford North demise due to the pressure placed on parking their with an end result of most customers avoiding Newtown. The catch cry any removal of parking affects all business is a reality and is very telling in real time in current times. A realistic outcome of road works over a one year period was works in 2012 that caused carnage to businesses and citizens of Newtown resulting an agreement called the John Street protocol which Wellington City council now denies its relevance to the current activities.

As a result of the obstructions that have already occurred in Newtown, emergency services are either unable to reach their destinations on time or are subject to a significant delay due to the one lane travel along this stretch of Riddiford Street.

Disruptions are occurring at the left turn into Hall Street again a flawed design, drives are getting fined \$150 dollars by Council officers when they are driving in a bus lane because of poorly signed lane advice.

There is genuine angst about the platforms among the elderly residents who find its unnerving to alight from a bus and step into a cycle lane.

Carparking losses: The removal of around 150 car parking spaces around Newtown has significant implications far beyond the obvious impacts on Residents and Businesses in the vicinity. The changes will have and have had the following impact ;

- Family visits to the events will become a thing of the past as there will be no uptake to use alternative transportation from out of the city. There is no alternative parking during the week.

- Residents are affected not only by the reduction in parking but it will also impede visiting a resident.
- Directly affected residents along Riddiford street will no longer be able to find spaces for trades or places

to position a bin for renovation or repair work. A simple roof replacement will become a major

logistical undertaking and may result in the application for a very expensive traffic resolution.

	<ul style="list-style-type: none"><li>• Newtown South and Riddiford North is known for lively cafes and boutique businesses, ethnic shopping will suffer from the reduction in car parking have a significant adverse affect which will not be mitigated by customers taking alternative means of transport as the council would like to believe. Deliveries in Newtown South are being delayed due to increasing pressure of vehicles finding no other parks on adjacent streets due to the near by 150 car parks removed outside the Hospital, cancer society.</li><li>• Council events in Newtown south and basin reserve. A paucity of parking will impact citizens who would otherwise like to attend but for the hazard of finding a car park (hired or otherwise).</li></ul> <p>Reduced Traffic Speeds; This proposal is thoroughly supported and we believe in precincts with narrow streets such as Riddiford North and Newtown South speed reduction along safety marking, signposting and Cycle awareness is the way</p>
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<p>Summary</p>	<p>I am strongly of the view that more time is needed to inform all stakeholders of the key points of the proposed cycle route and the impacts this will have on them.</p> <p>Council has been remiss in the way they have gone about this proposed cycleway and I feel that they have lacked integrity in their businesses. The so called consultation process has been sorely lacking.</p> <p>Reducing the motoring lanes along the route to a single lane each way along the cycle route will create proven and unacceptable traffic congestion along key arterial routes to Newtown and from the city.</p> <p>The removal of a high number of carparks will have a unquestionable impact on the usage of these long established Newtown to city facilities.</p> <p>The Incorporation of Bus platform and bus parking removal achieves nothing other than unnecessary traffic delays.</p> <p>The removal of this number of carparks will have a major impact on local Residents, visitors, businesses and Trades.</p> <p>The use of Wellington Children’s Hospital as a shoppers car park is immoral.</p> <p>The use of Wellington Hospital as a loading zone and U-turn area within the barrier arms is flawed by the simple fact that adequate testing of real freight services has not occurred, only the use of a tow truck that had to do a 2-point turn within the area. The volume of trucks arriving together is not catered for at all along with the fact that the Hospital closes the entry to the car parking via the barrier arms so what will the freight companies be left with in terms of turning other than to block off the Hospital car parks,</p> <p>This section of the LGWM Cycleway cannot be considered in isolation from future additions to the route and there needs to be delays to allow real community consultation on the combined impacts.</p>
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Conclusion	<p>WCC in 2018 provided three packages for the Newtown connection it did NOT state a removal of parking at the Riddiford North end of Riddiford Street in any of the packages. This information was available in it's full context up to this year. Change to the cycling routes only appeared in February this year.</p> <p>WCC lacked consultation on the Newtown to city cycleway earlier this year and still to this day has not fully consulted with businesses in the area to the extent it has published that it had consulted earlier. Now WCC have added changes to the bus route as part of the cycleway submission and definitely have not provided consultation in this function of the road. Earlier the mayor had several requests to meet with business but no response was ever provided by the mayor. Even attempts to meet in this current cycleways with WCC planners has lead to one statement meeting from senior officers there will be no options for Newtown. The officers not making any efforts to engage during the meeting to discuss options instead WCC officers retained their stance from earlier in the year which was derived from a zero consultation proposition. Reports provided by WCC show that full consultation did not occur with business along the route earlier in the year and to this date have not in a genuine manner been conducted.</p> <p>There was/ is no detail as to how long the temporary changes would be/will be in place for in both the earlier illegal use of by-laws and the current traffic management plan. If it truly is a trial then Newtown has had its trial period business are experiencing 38% - 53% sales drops and suppliers are refusing to enter Newtown due to the length of time it takes to arrive and depart from Newtown in this current "new " vehicular one-lane structure on entry and exit to the once thriving suburb of Newtown. There is/and will be a detrimental financial impact on the business and businesses in this area with many closures. A said trial by WCC that is temporary but permanent will have an everlasting permanent detrimental impact on the businesses through Newtown with the process already begun.</p> <p>Throughout the day there are few and far between cyclists and buses in the trial lanes, the roads are for everyone to share with road rules learned and qualified for, there should be no exclusivity at all nor should businesses suffer at the consequence of poor design and decision making by WCC. We have offered a proposal to save 150 car parks in Newtown and have safe travel through the area for cyclists and retain loading zones without being at the behest of Wellington Hospital or Countdown and their many closures of lanes on their premises and WCC requirement of what is deemed the immoral use of the Childrens hospital as a car park for businesses soaking up the free 20 mins for shoppers at the displacement of caregivers, staff and patients. As per WCC plans at a cost to the ratepayer of unnecessary leases with private organisations . WCC seeks to place the businesses in a position of being directed by not only WCC but Wellington Hospital for parking and loading zones, this is not a fair outcome for all given the many meetings officers, Mayor and councillors have had with the cycle lobby groups and the few to none had with businesses.</p>
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# **The Wellington City Councils' Cycleway programme**

**An analysis of the climate change  
rationale and other arguments**

**August 2022**



## **About Tailrisk economics**

Tailrisk economics is a Wellington economics consultancy. It specialises in the economics of low probability, high impact events including financial crises and natural disasters. Tailrisk economics also provides consulting services on:

- The economics of financial regulation
- Advanced capital adequacy modelling
- Stress testing for large and small financial institutions
- Regulatory compliance for financial institutions
- General economics.

Tailrisk is prepared to undertake economics analyses of public policy proposals on a discounted or pro bono basis.

Principal Ian Harrison (B.C.A. Hons. V.U.W., Master of Public Policy SAIS Johns Hopkins) has worked with the Reserve Bank of New Zealand, the World Bank, the International Monetary Fund and the Bank for International Settlements.

Contact: Ian Harrison – Principal Tailrisk Economics

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# The Wellington City Councils' Cycleway programme

## Part one: Introduction

The Wellington City Council has affirmed a 10 year, \$226 million programme to install a network of cycleways across the city. In addition, the Lets Get Wellington Moving City Streets programme is expected to spend \$30 million on cycleways in the central city. There will be the opportunity costs to residents, businesses and shoppers as parking spaces are lost to cycleways.

The Council says that the key driver of the size of the cycleway programme and the acceleration of the pace of implementation, is the need to respond to climate change.

*This Council has declared a climate emergency and we know we must act swiftly. Collectively, we must make changes to preserve and protect our homes, our city and planet and to give our children and generations to come some hope of a sustainable, healthy future.*

*Road transport accounts for a massive 34 percent of Wellington City's emissions so changing how we move around is the best way to make a difference by 2030, and to help us become a net zero carbon capital by 2050.*

The main focus of this paper is on the emissions impact of the cycleways project. Will it make the big difference to Wellington's road transport emissions that the Council is suggesting?

Our assessment is that the Council's claims are grossly misleading. Our analysis shows that even on the fairly optimistic assumption that the cycleways will increase

cycle commuting by sixty percent this will only reduce road transport emissions by 0.4 percent over 2022-2050. The cost will be at least \$4800 per ton of emissions reduced. The Council could achieve the same result at a cost of around \$80 a ton by focusing on planting trees.

It is also important to understand that the Council's climate change measures will have no perceptible impact on New Zealand reaching its Paris commitments. The reason is that New Zealand has an emissions trading scheme. The Government sets quantity targets consistent with its Paris commitments, and the markets sets the price of the emissions. All the Council is doing in pursuing its own targets is shifting emissions reductions from low cost mechanisms elsewhere in New Zealand to its high cost cycleway programme.

However, the Council is focused just on Wellington's emissions reductions. But even here the cycleways will make little difference for two main reasons. First, the electric car revolution is coming and by 2050 there won't be many internal combustion engine cars left in Wellington. Obviously, when a commuter switches from an electric car to a bike there is no transport emission reduction. The transport emissions problem will take care of itself.

Second, all the evidence suggests that cycleways do not generate major changes in transport modes. The Council's optimistic assessment of the cycling uptake, of up to two to three times current levels, is based on modeling of how people will respond to cycleways that was conducted in 2014. The modeling actually showed that people would not change their behavior very much if cycleways were provided. However the results were manipulated to generate an increased in riders of over one hundred percent.

There is also a large literature that shows cycleways do not generate much additional traffic and the Wellington experience seems to bear that out. The Brooklyn cycleway increased weekday journeys by only 6 percent and the Council has been loath to produce data for the Island Bay cycleway.

As there is no real climate change justification for cycleways the Council needs to make its case in terms of the other claimed benefits: health, safety; reduced congestion and general 'wellbeing'. But the Council has conducted little real analysis to support its arguments on these points. For example, while there has been only one serious accident involving a car and a cycle on the Island Bay to City bike route in 21 years, the Council persists in talking up the safety risks the cycleway will address. On the commercial impact the Councils analysis is based on a single, rather inadequate, study of a San Francisco cycleway with little relevance to

Wellington. There is no evidence that the Council has seriously assessed the social and economic consequences of its plan.

What we do know is that the programme will create social disharmony.

There will be winners and losers. Many of the winners will be wealthier male cyclists. Amongst the losers will be businesses affected by the lack of parking, and homeowners and renters who won't be able to park outside their houses. They will find it particularly galling when a cyclist sails by on their \$9000 electric bike while they can't park their \$3000 car. The old and frail will be particularly at risk. Many rely on cars and parking for mobility. Cycling is not an option for them. Newtown, which services a wider immigrant community will be affected. Picking up food for an extended family will become more difficult and business will be lost as shopping moves to where there is parking. And of course ratepayers in general will have to foot a substantial bill.

This paper is structured as follows:

Part two briefly discusses the Council's Climate change implementation plan. This provides a basis for assessing the impact of the cycleways on that plan.

Part three presents elements of the Council's cycle network plan and assesses the Council's non-climate change arguments for cycleways.

Part four discusses the key document 'Cycle Demand Analysis' that underpins the Council's estimates of the impact of cycleways on ridership.

Part five discusses a recent Waka Kotahi report on transport mode preferences that the Council ignored. It suggests that cycleways will have only a limited impact on the level of cycling in Wellington.

Part six discusses the safety issue.

Part seven presents our assessment of the impact of the cycleway programme on the level of emissions over 2022-2050. Road transport emissions are reduced by 0.4 percent.

## Part two: The Councils Climate change programme Te Atakura - First to Zero

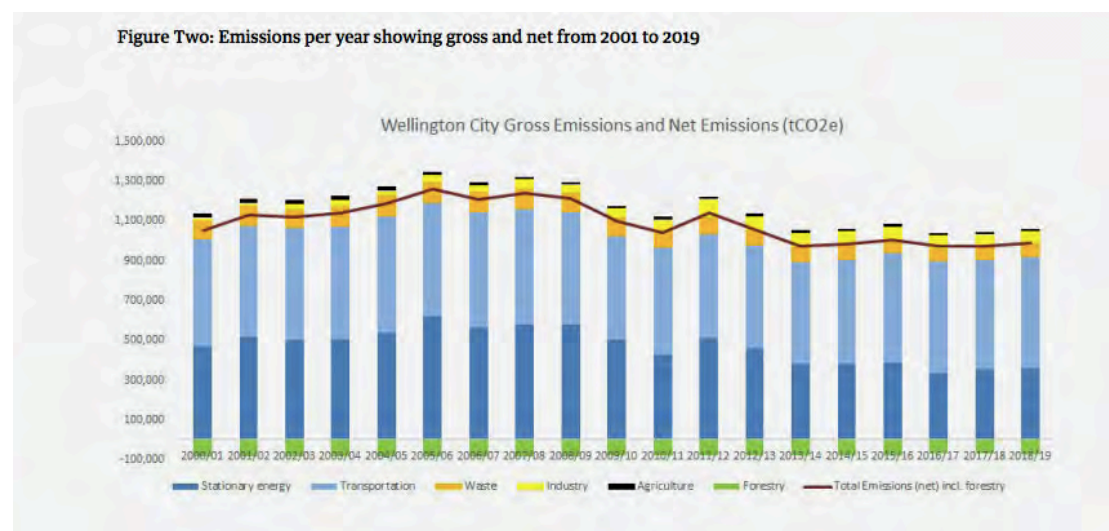
The Council says it measures Wellington City 's emissions using the Global Protocol for Community-scale Greenhouse Gas Emission Inventory (the Global Protocol). This is one of the frameworks that is used internationally for accounting for and reporting on city-wide greenhouse emissions. Zero emissions is defined in net terms. Forest sequestation are deducted from gross emissions.

The distinctive feature about this accounting framework is that it includes emissions from: intercity road travel, domestic and international air travel by city residents and it accounts for emissions embeded in 'imported' electricity.

However, it is not clear whether the Council's approach is consistent with the Global Protocol. The Council's document talks in terms of some transport emissions on Wellington's territory, not in terms of emissions by Wellingtonians. The territorial concept reduces Wellington's emissions because longer distance travel by Wellingtonians is assigned to non-Wellingtonians.

Figure one shows the aggrgate Wellington emissions (on whatever basis) over 2000-2019 and their breakdown.

**Figure one: Wellington emissions per year**



The distinctive features about Wellington's net emissions are:



- They are only about half the New Zealand average on a per capita basis. This is because Wellington does not have significant agricultural and industrial sectors. It does not mean that Wellington residents are more virtuous or 'greener' than New Zealanders on average.
- Emissions fell by 41 percent over 2000-2019.
- Emissions are concentrated in two sectors: stationary energy and transport.
- Road transport emissions account for 34 percent of the total.
- 50 percent of the stationary energy emissions are imputed emissions attributed to electricity. These are expected to largely disappear by 2035 as the grid decarbonises.

We do not accept that Wellington's climate change targets serve a useful purpose in terms of meeting New Zealand's Paris targets. Wellington has neither the obligation or capacity to meet the targets. These sit with the government. The Wellington's Councils efforts are largely just expensive grandstanding that will have almost no impact on New Zealand's overall emissions.

However, even accepting that a local Wellington target should be achieved, this can be done at little cost. The electric car revolution is underway. By 2030-35 most new cars sales will be electric and by 2050 most of the Wellington cars stock will also be electric. Wellington is a high income area, and is leading the electric vehicle charge. The New Zealand Infrastructure Commission reports that Wellington's electric car ownership rate is 2.3 times the national average..

So by 2050 Wellington could be down to gross emissions of 100,000 tons. These could be offset by additional forest plantings of up to 5000 hectares, probably at a cost of around \$80 to \$100 a ton. Wellington's total area is close to 442,000 hectares so there is plenty of room.

All this will occur without the Wellington Council doing anything beyond responding to the price incentives in the ETS when making its own spending and investment decisions, and if it insists, planting some trees.

### **Possible impact of cycleways on emissions**

Despite its claims that the cycleway is essential to reduce emissions the Council has not provided detailed information on the emissions impact. So we have had to make our own assessment. The Council provides the following information for 2018-19.

Total gross emissions were 1061,000 tons. The transport share is 53 percent and the road transportation share of this is 66 percent for a total of 371,000 tons. However,

we need to exclude from this commercial transport emissions, because they, obviously, will not be impacted, except the most trivial manner, by the cycleways. We also need to exclude from the Wellington territorial omissions commuter trips originating out of Wellington (Hutt, Porirua and Kapiti). It is highly unlikely that many of these users will be induced to cycle into the city because there are more cycle lanes in the city. While this is something of a guess, our assessment of the amount of transport emissions that could be impacted by mode shifts to cycling is half the above number, or 185,000 tons.

## **Part three: Paneke Pōneke - Bike network plan 2021–2031**

This part discusses some of the data and arguments presented in the Council's Bike network document Paneke Pōneke.

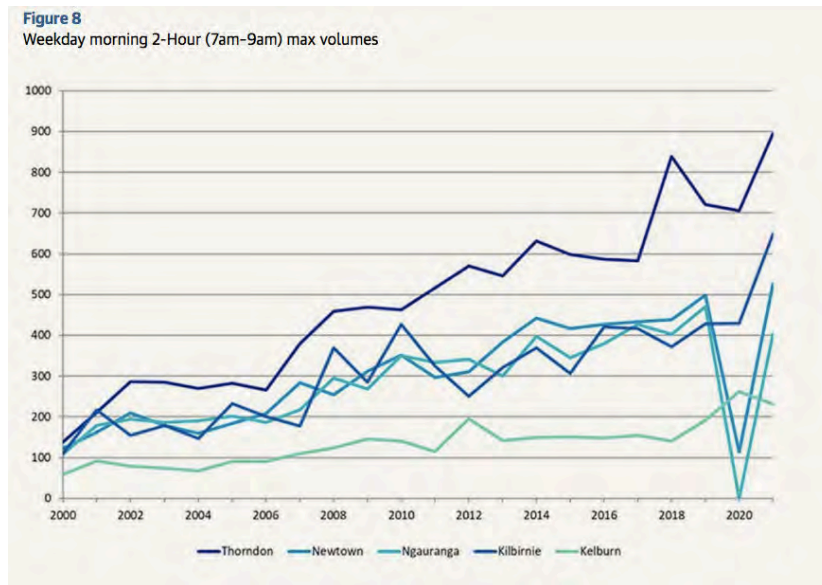
### **Cycling in Wellington**

Census figures show that the number of people cycling as their main means of commuting to work increased from 3.54 percent in 2013 to 4.02 percent in 2018. According to the Council cycling increased by 41 percent over 2012-21. The Council does not explain why their data appears to differ from the census data. The Council also produced data in figure two on cyclist volumes by major conduits into the city. Unfortunately the data refers to maximum volumes over each year, which exaggerates the numbers. Average and minimum volumes should also have been reported.

But the Council is not happy with the increases.

*However, this pace of change is not the big change required within the context of our climate emergency.*

**Figure two: Maximum numbers on main conduits**



### The Council's arguments for the cycleways

#### *Feelings of safety*

The Council's main argument for the cycleway network is that whatever the objective facts around cycling safety many prospective riders do not feel safe. This is putting them off riding. Thus there is a large latent demand for cycling that will be mobilised by the cycleway network. Two surveys were cited in support:

*A Transport Perceptions study carried out by Greater Wellington Regional Council in 2019 revealed that about 28 percent of the respondents reported feelings of safety while cycling, . This compares poorly to the 64 percent perception of safety for pedestrians.*

This description of the survey question was inaccurate. The question was:

*How safe or unsafe do you think people in the Wellington region generally are when they cycle to work or study?*

Repondents were asked to guess how safe everyone in the region is when they cycled or walked. They were not asked how safe they felt as the Council claims. Of course the respondents had no real idea how safe the entire regional population were so they guessed high. And they assumed that walking is safer than cycling, which is true, but hardly new information.

The second survey result was:

*Furthermore, a 2021 Residents Monitoring Survey revealed that only 23 percent*

*of participants agreed that cycling in the city was safe for themselves, and even worse, just seven percent agreed that cycling in the city was safe for their children*

The 23 percent was higher than the 17 percent, in the same survey who thought that the Council makes decisions in the best interests of the city. While 23 percent of respondents thought cycling was safe, only 5 percent cycle regularly, suggesting that perceptions of safety is not the significant impediment to a for a material increase in cycling. 18 percent thought cycling was safe but still did not ride.

On cycling infrastructure the survey found that 45 percent were dissatisfied and 35 percent were satisfied. Only 20 percent were satisfied in the Southern ward, the community that has had an ineffective and unnecessary cycleway forced on them by the Council.

Some responses on the Council's decision making are also relevant here. Only one percent were very satisfied with its decision making and 15 percent quite satisfied. 19 percent were very dissatisfied and 30 percent quite dissatisfied. 11 percent cited cycle lanes as a reasons for their dissatisfaction; 22 percent cited an unwillingness to listen to residents; 19 percent cited focusing on the wrong areas/vanity projects not core city projects.

### **Improved sustainability and environment**

*More people choosing to ride bikes or scooters will result in fewer people using cars. This will reduce fuel consumption and harmful carbon emissions, and will improve air quality, creating a more pleasant and healthier environment for everyone.*

The impact on fuel consumption is discussed below. Wellington does not have an issue with air quality, except for a few downturn locations affected by diesel public transport. So there will not be a material air quality improvement.

### **Better-connected transport network**

*Cycling plays a central role in achieving a balanced transport network that effectively connects people and places.*

*Giving people more choice about how they travel will take more people out of vehicles and onto bikes, which could result in our streets working more efficiently for everyone.*

The Council has not conveyed any information of the impact of more cycling on congestion. To the extent that cyclists shift from buses there will be no impact. While cycling may well reduce the number of cars on the road at times this improvement is vulnerable to swings in bike riding when the weather deteriorates.



This could mean that congestion will become worse on bad weather days. The Council has not mentioned this obvious risk or made any attempt to assess the impact of bad weather. Cycle lanes could exacerbate congestion in some cases as motorists are forced into single lanes.

### **Increased economic activity**

*As New Zealand's capital and third-largest city, Wellington has a strong business and commercial hub. A large portion of the number of people cycling in Wellington is made up of those who cycle to work. This shows there is a need to provide effective connections between residential areas where there is high demand and the central city where most workplaces are based.*

This is not logical . The fact that some people are currently biking to work does not demonstrate that spending to increase that number is necessary.

*A strong transport network is good for the region's economy. The positive effect of bike networks on retail sales has been documented. As a result of building bike lanes in San Francisco<sup>1</sup>, 60 percent of retailers observed more residents shopping locally and 40 percent observed an increase in sales.*

*Reallocating space from on-street parking to bus priority lanes and/or bike lanes increases the number of people able to use our streets and to stop and spend time and money.*

We have not seen any analysis that shows that cycling benefits retail sales in general. The San Francisco study cited did not have anything useful to say about the impact of cycleways on retail trade in Wellington. It covered just 27 merchants on a single street in a grid pattern urban environment. There would have been only a relatively small loss of parking within the wider area. And as the worst affected business would have failed or moved in the four and a half years it took to conduct the survey these negative impacts would have been missed. We note that all of the respondents to the survey emphasised the importance of car parking to their businesses.

Citing an irrelevant San Francisco study is no substitute for a serious analysis of the economic impact on the affected commercial areas in Wellington.

*Giving people more transport choice and being able to get around easily by bike makes Wellington a more attractive place to live, visit and work. It will also help to attract more people to the area as Wellington becomes known for being a cycle-friendly city.*

Attracting more people is mostly just wishful thinking.

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<sup>1</sup> E. Drennen, Mission District of San Francisco, Economic Effects of Traffic Calming on Urban Small

## Part four: The Cycle Demand Analysis paper

It is claimed that cycling could double with a network of bike-friendly lanes but with some more favorable assumptions there could be a threefold increase. The primary research underpinning the Council's analysis was a Council sponsored paper 'Cycle Demand Analysis' based on a survey conducted in 2014.

Some of the results from the survey were:

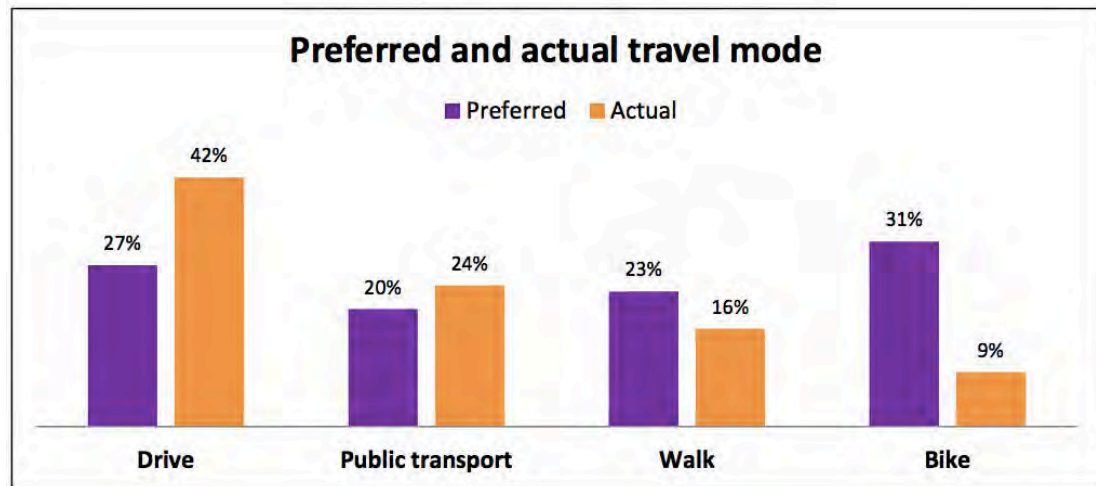
- 76 percent of the population would consider cycling in some circumstances, whether for recreation, errands or commuting if safe separated infrastructure was provided. However this doesn't mean very much in terms of emissions reductions. It just means that under ideal circumstances (good weather, separated cycle path for the whole journey; and a relatively flat and not too long a journey) that many Wellingtonians would be prepared to give cycling a go. They would cycle at least once a year.
- There is a perception that cycling is unsafe and that motorists are inconsiderate.
- Would be cyclists preferred short commutes. Anything over 15 minutes was typically viewed negatively or very negatively.
- There was a recognition that cycleways involve trade-offs. Respondents were not in favor of removing parking on both sides of the road.
- There was more detail on a possible the Island Bay to City cycleway. Specifically it was estimated that the share of cyclists would increase from about 5 percent to 11.5 percent with separate cycleways, an increase of 130 percent.

The Council focused on the data presented in figure three, which they claimed further demonstrated that there was a large latent demand for cycling that could only be unleashed by providing separated cycle lanes. 42 percent of respondent were using cars, but only 27 percent wanted to. And 9 percent were cycling when 31 percent wanted to. We will get to the robustness of these results below, but for now we just note that more people are taking buses than want to, which has implications for the impact of cycling lanes. If they are effective they will draw traffic away from buses. The other point to note is that the preference for walking is nearly 50 percent above the actual walking level. As there are no real infrastructural impediments to walking this suggests that the estimates are capturing factors that can't be changed by Council's actions. Some people would walk if they were closer to work or they didn't live up a hill. Similarly more people might cycle but for the hills and bad weather or their distance from work.

The wide gap between motorists preferred and actual travel mode does not appear in the more recent Waka Kotahi survey discussed below. Their data suggests that drivers are more or less doing what they want to do.

So we should be cautious about taking the Council's survey data at face value.

**Figure three: Preferred and actual travel modes**



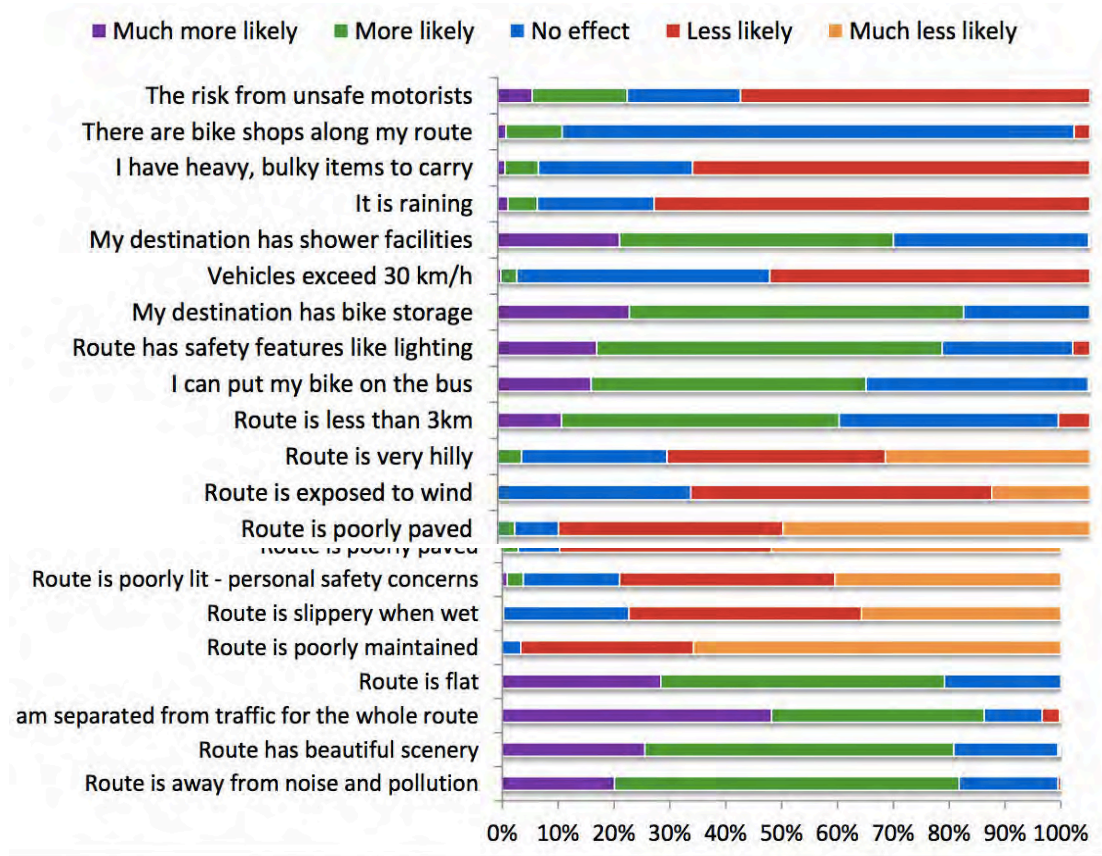
### **Barriers to cycling**

The main barriers to cycling were described as:

*poorly designed or maintained roads (debris or a poor surface). This is followed by the risk from motorists driving unsafely and an assortment of other barriers such as: poor lighting, a route that is slippery when wet, whether or not it is raining, and the need to transport bulky items.*

The lack of dedicated cycle lanes was not specifically mentioned but the risk from unsafe motorists rated only ninth (see figure four) as a negative influence. On the positive side separation from traffic for the whole route was a strong driver, but few cyclists are likely to be in this situation even with the full cycle network in place.

**Figure four: Impacts on likelihood of cycling**



**Key issues with the cycle demand paper**

The paper used the results of web-based survey on attitudes to cycling and a stated-choice experiment to model the response to a cycleway on the Island Bay to City route. A stated choice experiment consists of hypothetical choices, with varying attributes, that the respondent is asked to choose between.

There were two stages in the exercise. The first, which had a 40 percent response rate, tested attitudes and current cycling behaviour. The second tested responses to cycle infrastructure improvements after respondents had viewed pictures of possible improvements. This had only a 30 percent response rate. The low response rates could have biased the results. Respondents with a strong view on cycling could have been more likely to respond.

The initial results were that current claimed cycling rate exceeded rates reported in the census and the modelled rates **after** the infrastructure improvements. Taken at face value the results were showing that the cycle lane would have no impact on cycling rates.



The authors concluded that the minimal impact results could not be correct and that one of the pre and post improvement cycling rates must be wrong. They concluded that the fault lay with the pre-improvement responses. The justification was:

*We speculate that because cycling may be seen as socially desirable, the interviewee wishes to appear pleasing to the interviewer. Over-reporting may occur prior to prompting due to the misconception that the survey may be a cursory gauge of support.*

Which is a reasonable supposition. However, it was then just assumed that the same bias **did not** apply to future behaviour.

*We also speculate that after going through a rigorous analytical choice process, survey respondents are better prepared to effectively and accurately report their own cycling behaviour given varying levels of infrastructure provision.*

And:

*Finally, we speculate that given the high prominence of cycling in the media of late, it is possible that some respondents who support cycling initially thought it might be a good idea to overstate how much they actually cycle to help "support" the idea of cycling. However, as they progressed through the intensive survey, they realised that honest answers are more helpful.*

This was just making stuff up. Their data and modelling was telling them the cycle lanes would not increase cycle riding. So they simply reduced the estimate of current riding from the reported 9 percent to about four percent (based on the reported census results) and left the projected increase alone, on the assumption that respondents' claims about their future virtuous behaviours were reliable. This is a little like regarding New Years' weight loss resolutions as reliable indicators of future weight changes. The effect of this little twist was to securing a cycling increase of over 100 percent.

The reality is that the authors were in a sticky situation. They were heavily invested, both personally and professionally, in cycle paths but if they admitted that the post improvement responses were overstated the whole exercise would collapse. So they resorted to the most implausible 'speculations' to talk their way out of it.

### **Empirical evidence**

A further obvious omission from the Council's analysis is a review of the literature on the effectiveness of cycling promotion investments. There is a

substantial literature here, and we discuss some relevant papers. The first <sup>2</sup> is a review of 12 studies from 12 countries. Seven of the studies related to individual or group based interventions to encourage cycling. These were effective in only three of the interventions. The more relevant were the environment interventions (cycle lanes etc.), which showed only small improvements.

The English CCT (Cycling Cities and Towns) programme aimed to increase cycling through capital and revenue investments. Changes in cycle commuting between 2002 and 2011 were compared with changes in matched towns. The analysis indicated that cycling to work in the intervention towns increased by 0.69 percentage points.

In Ireland, the Department of Transport set a target of increasing cycling from 2 percent of journeys in 2009 to 10 percent by 2020. There were a range of interventions, including tax-free loans to purchase cycle; infrastructure change (traffic calming, cycle lanes including segregated lanes); promotions and events. By 2016 census data showed that the cycle modal share was 3 percent, well short of the desired 10 percent.

One US study assessed the effects of transport/cycle infrastructure on cycle commuting. Cycle commuter modal share increased in central Minnesota (from 2.8 percent to 3.3 percent. At the University of Minnesota and Minneapolis the share increased (from 0.788% to 0.841 percent ). In the suburbs the cycle commuting share fell from 0.335% to 0.279%.

Other studies show a similar pattern. A summary <sup>3</sup> of studies of Dutch and Danish experiences in encouraging modal changes towards cycling (figure five below) found the shifts from cars to cycling were mostly in the 2 to 3 percentage point range.

Closer to home Chapman et al<sup>4</sup>. compared active transport outcomes over 2011-13 in two New Zealand cities (New Plymouth and Hastings) that had active transport interventions, with two that did not. They found that relative to the control cities, the odds of trips being by active modes (walking or cycling) increased by 37 percent.

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<sup>2</sup> Glenn Stewart, Nana Kwame Anokye, Subhash Pokhrel 2015 What interventions increase commuter cycling? A systematic review BMJ vol 5 issue 8 2015

<sup>3</sup> Interventions in bicycle infrastructure, lessons from Dutch and Danish cases Kees van Goeverden Thomas Sick Nielsen b, Henrik Harder c, Rob van Nes Transportation Research Procedia 10 ( 2015 ) 403 – 412

<sup>4</sup> Chapman R, Howden-Chapman P, Keall M, et al. 2014 'Increasing active travel: aims, methods and baseline measures of a quasi-experimental study.' BMC Public Health;14:935.

But there was no actual increase in active travel. The decline observed in preceding years was merely arrested.

### Figure five : Modal changes Denmark and Netherlands

Table 4. Modal shifts in share of all cyclists in trips in the after situation

Study	Shift from walking	Shift from car	Shift from PT	Shift from all motorized modes
Tilburg (Goudappel en Coffeng and Rijkswaterstaat, 1980)		2%	0%	
The Hague (DHV <i>et al.</i> , 1980)		2%	0%	
Delft (Katteler <i>et al.</i> , 1987)	1%	3% <sup>1</sup>	0%	3%
Bryggebroen (COWI, 2009a)		2%		11%
Åbuén		2%		
Albertslundruten		2.5%		9%
Farmruten		5%	6%	10%

1. 1% for drivers, 2% for passengers.

## Part six: Understanding attitudes and perceptions of cycling & walking WAKA KOTAHI

The Council neglected to mention the more authoritative and useful survey of urban area travel produced by Waka Kotahi.<sup>5</sup> The information presented here is for 2020 but there were earlier versions that the Council could have referenced. Some relevant findings were:

- Overall, 56 percent of urban New Zealanders (who were physically able to ride) feel that they are, or would be safe cycling. 23 percent did not feel safe; 15 percent were neutral and 7 percent did not know. 84 percent of committed riders; 73 percent of regular riders and 75 percent of occasional riders felt safe.
- Those who ride more frequently are more satisfied with the current cycling infrastructure, while recreational riders have lower satisfaction.
- There was support for investment in cycling lanes because it gives people more travel options (60 percent) and it gets people outside exercising (59

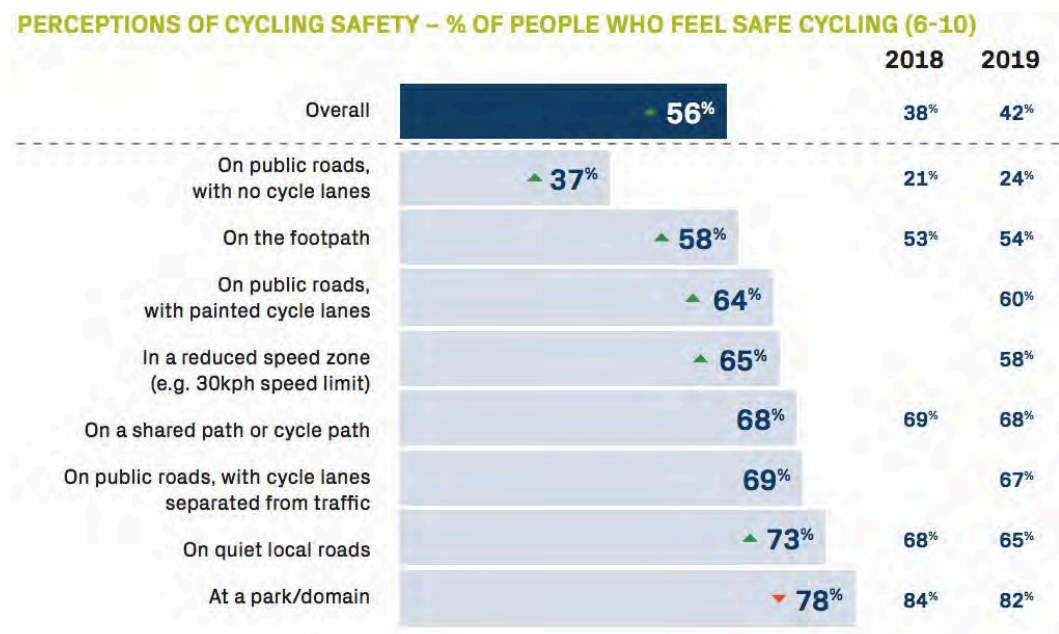
<sup>5</sup> Understanding attitudes and perceptions of cycling & walking WAKA KOTAHI 2021

percent). However these were leading questions and, importantly respondents were not told how much it would cost and how effective the intervention might be.

- Cycling account for 4 percent of the number of trips. There was no information of the distance travelled by bicycle but it would have been significantly less than 4 percent.

There was a useful breakdown of how safe people feel in different cycling environments. The most important finding (figure six ) was that separate cycle lanes did not make a large difference to perceptions of safety. A reduced speed zone or a painted cycle lane was perceived to be almost as safe as a separate cycle lane (64/65 percent vs 69 percent).

**Figure six: Impact of cycling environment on perceptions of safety**







The survey also found that walkers are finding that cyclists are behaving badly on shared pathways. Only 23 percent frequently see cyclists slow down when approaching pedestrians or give a safe amount of space. Only 16 percent used bells to warn pedestrians when approaching from behind.

## Part eight: Improving injury risk

An improvement in injury risk is cited as an important project output. This is based on 2020 data which showed 10 people were seriously injured (spent at least a night in hospital) and 46 received minor injuries while cycling on Wellington streets. The historical data shows that the numbers have been constant despite the increase in cycling numbers, so the accident rates have been falling.

The problem with the Council's numbers is that they did not assess the number of accidents on the prospective cycleways, or exclude accidents that had nothing to do with cars. We examined accidents on the island Bay to city Route for 2000-2022 accessing Waka Kotahi's Crash Accident System. There were four serious accidents. Two were bike alone accidents, one involved a bus, and just **one** involved a car.

The only other evidence cited in support of the impact of cycleway injury rates was a New York city study<sup>6</sup>.

<sup>6</sup> New York Department of Transport, Protected Bike Lane Analysis

The cycleway evidence was as follows:

*A significantly lower risk of injury (40 percent) has been observed following the installation of bike lanes in New York.*

This study found that the decrease in the injury rate on the streets with bike lanes was almost exactly offset by the increase in cycling. Also the study did not account for increased injuries of riders transiting to and from the bike lanes. So the overall effect was probably to increase the number of injuries.

Our expectation is that cycling deaths and serious injury numbers will increase overall because cycling is inherently less safe than riding in a car. There are more deaths on bicycles in the Netherlands, which has a huge cycleway network, than in cars.

But that is not a reason to discourage cycling. The risks are still low and sensible cyclists accept that alongside the many benefits they get from cycling there is a small accident risk. But it does mean the Council should rein in its claims that accidents will be reduced.

**Figure seven: Wellington City cycling accident numbers**



## Part seven: Calculating the impact on emissions

In this part we calculate the impact the cycleway programme will have on Wellington's transport emissions over 2022-50. We first calculate the expected transport emissions over that period and then adjust for the impact of the cycleways.

The following inputs were required:

### 1. The increase in the share of cycling in commuter travel

Forecasting the response of cycle trips to the cycleway role-out is problematic. The Council's policy paper suggested an increase of up to 10 percentage points from the current 5 percent, but as we have demonstrated the evidence for this is extremely thin. A skeptic might suggest that the likely increases are so small that the impact on transport emissions will be immaterial. However, for illustrative purposes we have assumed a relatively optimistic increase from 5 percent of journeys to 8 percent, a 60 percent increase. The emissions impact results we present below can be scaled to reflect stronger and weaker impacts on cycling modal share.

### 2. The diversion from public transport and from walking to cycling.

If commuters divert from walking and busing to cycling there will be no impact on emissions. We have assumed that one third of the increased cycling commuters are diverted.

### 3. The average commuter cycle distance

It is assumed that the average cycling commute is shorter than the average motorist commute. New cyclists will be drawn from motorists with shorter commutes, and so save less than the average level of emissions per journey. A 20 percent reduction in the emissions impact is made.

### 4. Population increase

Population and hence commuting is assumed to increase by one percent a year.

### 5. The change in the stock of electric vehicles.

It is assumed that new vehicles will all be electric by 2035. By 2035 25 percent of the light vehicle stock will be electric increasing to 90 percent by 2050 as the existing stock of internal combustion engine vehicles rolls off.

### 6. Implementation of the cycleway programme.

The impact of the cycle lanes on emissions increases linearly from an assumed 20 percent in 2022 to 100 percent in 2030 when the system is completed.

Our key results are as follows:

- Cycleways have a maximum impact on emissions of 2600 tons in 2030 when the network is complete.
- The increase in electric vehicle fleet see this savings fall to about 350 tons by 2050.
- Over 2022-50 the average impact was about 0.4 percent of the average current level of emissions (adjusted for the population increases).
- Given the capital cost of \$226 million the cost of the emissions savings is about \$4800 per ton. Accounting for the City Streets cycleway investment increases this to around \$5300. We have not attempted to assess the opportunity cost of lost car parks but this could make a significant addition to the total cost per ton.

The reasons why cycleways are a relatively ineffective and expensive way to reduce emissions are:

- Only a relatively small proportion of journeys are diverted to cycling and these journeys will be relatively short;
- Cycleways will not reduce emissions from commercial traffic and long distance commuting;
- Some journeys will be diverted from buses and walking;
- Diversions will be increasingly from electric cars, and so will not affect emission levels.

The Council will probably disagree with our estimates of the impact of the cycleways on emissions. We would welcome that if the Council backs up its arguments with its own quantitative assessment.

But the evidence is conclusive. Emissions reductions are not a justification for the cycleway programme and the Council should stop pretending that it is. The debate on cycleways should turn on the non-climate arguments.

## **Addendum**

### **What about Seville?**

At a recent meeting on the proposed city to Island Bay City cycleway with affected businesses the Council cited Seville, Spain as evidence that the cycleways could be a success. And in Spanish terms the Seville cycleways were a success. According to a



2015 Guardian article<sup>7</sup> celebrating the transformation, cycle riding had increased 11 fold. But that was from 0.5 percent of journeys to six percent, with a lower share for commuter journeys. This is a lower share than Wellington has achieved without bike paths. There does not appear to have been any growth in cycling in Seville since 2015.

### **Further references**

Allatt, TF, S Turner, and L Tarjomi (2013) Reallocation of road space. NZ Transport Agency research report 530. Auckland Transport

Beetham, J (2014) Re-cycling the streets: exploring the allocation of public space for transport. Wellington: Victoria University of Wellington.

Cycling Safety Panel (2014) Safer journeys for people who cycle. Cycling Safety Panel final report and recommendations. Wellington: NZ Transport Agency.

Glenn Stewart, Nana Kwame Anokye, Subhash Pokhrel 2015 What interventions increase commuter cycling? A systematic review BMJ vol 5 issue 8 2015

F Powell, C Bowie, L Halsted, J Beetham and L Baker Opus International Consultants, Wellington and Auckland 2015

The costs and benefits of inner city parking vis- à- vis network optimisation October NZTA research report 575

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<sup>7</sup>

How Seville transformed itself into the cycling capital of southern Europe Guardian January 2015

THE ENVIRONMENTAL AND WELFARE IMPLICATIONS OF PARKING POLICIES –  
ENVIRONMENT WORKING PAPER No. 145 by Antonio Russo (1), Jos van Ommeren  
(2) and Alexandros Dimitropoulos (3)

210171

28 August 2022

Myles Gazley

**SpencerHolmes**

engineers - surveyors - planners

PO Box 588

Dear Myles,

### **Cambridge Tce/Kent Terrace Cycleway**

You have asked us to consider several planning issues relating to the construction of a proposed new cycleway along Cambridge/Kent Tces.

The current WCC proposal is to construct the cycleway along the outer edge of the Cambridge/Kent Terraces adjacent to the eastern and western sections of both Cambridge and Kent Tce.

You have taken advice and note that there is another option which involves running the cycleways along the edges of the "island" located in between Cambridge and Kent Tce.

The concept design is partially shown in Figure 1 below:



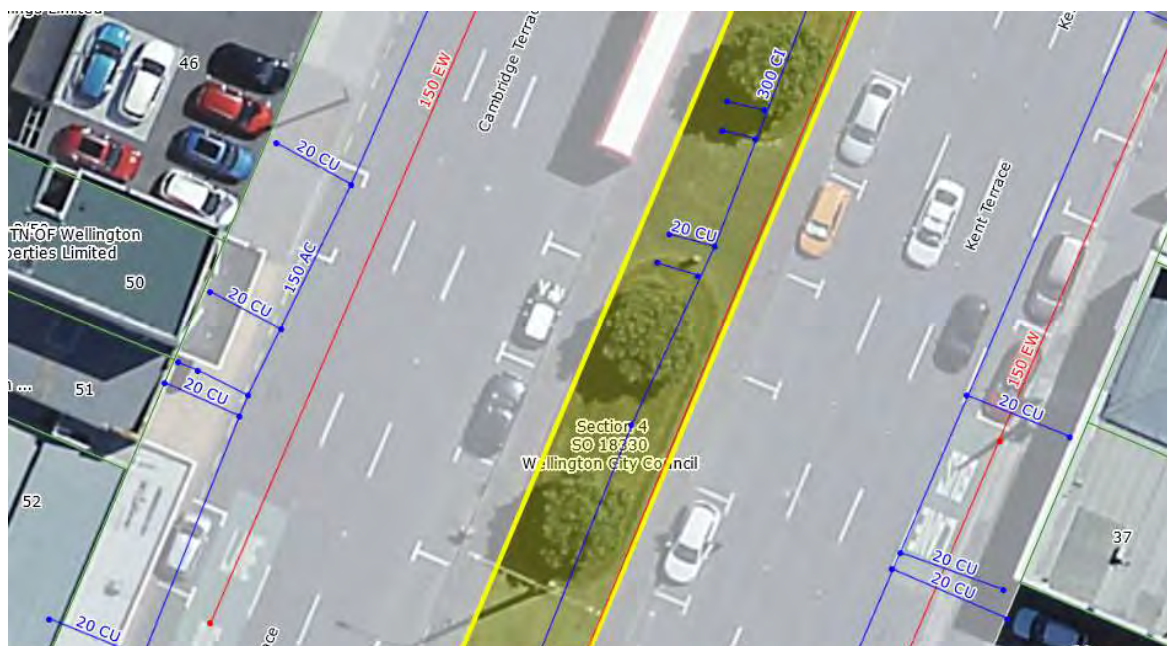
**Figure 1: Extract from the alternative cycleway concept**

You have asked me to consider if there is any planning or statutory restrictions that would mean this option should be less preferred than the Council's option.

I will comment on that below. I do not make any comments in respect to the traffic engineering or safety issues of the design.

Firstly we must consider the legal status of the land is question. Figure 2 below is obtained from the Grip GIS website and shows a section of the land under consideration.

Spencer Holmes Ltd    Directors: Mark Cooney, Jon Devine, Ian Leary, Philip McConchie  
Associates: Jo Cushen, Vaughan England, David Gibson, Shayne McKenna, John McNaughton, Hayden Millburn, Thomas Smith  
Consultant: Hudson Moody, Peter Smith



**Figure 2: Shows a section of Cambridge Terrace and Kent Terrace**

Both Cambridge and Kent Terraces are legal road. A section of the land in between this legal road is shown as (in this case) as Section 4 SO 18330. This land is annotated as Town Belt. I do note however, that the legal road includes the footpaths on either side of Section 4 SO 18330 i.e. the footpaths are not within the Town Belt title..

### **The Planning Framework**

WCC operates under the requirements of the Local Government Act (LGA), which gives it its responsibilities and authority. Those statutes require consultation on matters such as changes to the roads, but otherwise gives WCC the authority to administer the legal road. Cambridge and Kent Tce are both legal roads.

The land held under the Town Belt Act discussed above would have other responsibilities and obligations and is administered differently.

However I reiterate that the footpaths in Figure 2 and your proposed cycleway shown in Figure 1 are not Town Belt and are legal road.

Further to the LGA, WCC must comply with the Resource Management Act (RMA) and currently the District Plan is the way this is administered.

Whilst the footpaths adjacent the Central Island will have the same zone as the Town Belt Land (Open Space under the Operative District Plan<sup>1</sup>) they are not Town Belt and would be subject primary to the relevant rules under the ODP).

<sup>1</sup> The WCC has notified its Proposed District Plan (PDP) Parts of the PDP are operative from notification, but other parts are required to go through the Schedule 1 process of the RMA (a formal District Plan Change) The changes to the open space rules will take some 2-4 years to become fully operative, therefore I have focused primarily on the Operative District Plan (ODP) for simplicity. The rules under the PDP may change through the schedule 1 process.



Figure 3 below is the District plan maps under the OPD and PDP. Note that under the ODP, the legal road takes the zoning of the land adjacent. The footpath areas are therefore Open Space. The PDP has introduced a similar concept.



**Figure 3: Zonings under the Operative and Proposed District Plan**

In respect to the modification of the footpaths to become cycleways, I note that Rule 17.1.14 states:

17.1.14 Any activity relating to the upgrade and maintenance of existing formed roads and [public] accessways [including associated earthworks] , except the construction of new legal road, is a Permitted Activity.

On that basis, I would conclude that under the RMA and the ODP, the modification of the footpaths to be converted to cycleways would not require a resource consent and is a permitted activity and therefore there is no planning barrier to it being achieved.

### **Comment on Effects**

Elements of Council Policy are focussing on public transport and cycling as sustainable options and that ongoing use of private vehicles is not the focus of the future. However, it is also clear that there will be a period of time for the city to transition away from mass use motor vehicles. In fact it will take many years for the proposed public transport improvements to be realised to encourage the community to adopt the sustainable options.

The option of putting the cycleway in the centre island, would appear the least disruptive of the options available and would enable more time for the city to transition to sustainable transport options.

Yours faithfully

**Spencer Holmes Limited**

**Ian Leary**

Director - Survey and Planning

**From:** [REDACTED]  
**To:** [BUS: Newtown to City](#)  
**Subject:** FW: submission for Newtonw to city cycleway page missing now included  
**Date:** Wednesday, 31 August 2022 8:53:39 am  
**Attachments:** [Submission from Urmila all pages.pdf](#)  
[Re #SR-446174 Submission to Newtown to City cycleways and Bus route TR173-22.msg](#)

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Here you go!

Ngā mihi nui,  
Hedi

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**From:** [REDACTED]  
**Sent:** Wednesday, 31 August 2022 8:06 am  
**To:** [REDACTED] Info at WCC <Info.atWCC@wcc.govt.nz>  
**Subject:** submission for Newtonw to city cycleway page missing now included

Hello please can the attached be included in my submission the last two pages were not in the original pdf I supplied.

I have attached the email from WCC as well

Regards  
Urmila

**Feedback**



<b>NAME:</b> Urmila Bhana	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

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**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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Hello,

Please send the details to the group receiving submissions on the cycleway. I want at my age to have my personal details and contact details off the web.

My opinion is:

**Very strong opposition to the cycleways**

The designs are poor and do NOT take into account everyone's needs and uses. Further they are not viable for Wellington city, businesses that are paying commercial rates and its residential ratepayers and certainly at an emissions saving of only 0.4% at a cost of \$4800 per tonne is not going to put Wellington in the limelight for emissions savings. Plant some trees at a cost of \$80 and get substantial gains along with the cars going to EV, emissions will be on their way out naturally. Further Wellington did not sign up to the Paris agreement NZ did. People want to travel in their own personal space and large ethnic communities do so efficiently today they just don't have the money the EV bike people and EV car owners have to spend on electric bikes and cars nor does the grid have enough power source to supply the entire population.

Please consider the alternatives for Riddiford street that would save and return the 150 car parks and allow bikes to transfer safely. The suggestion is to send the bikes through Hospital Road and bring them to the vehicular hub or the car parks at the entrance of the new childrens hospital. On exit they can go along the current lane that is inside the hospital area and ride through to Mein street along the edge of the Riddiford street inside of the hospital property and exit at the Mein street side of lights of the intersection of Mein, Hall and Riddiford. Wasn't it a fiasco that your project had to refund all those tickets, it wasn't the newness of what had been done it was the incompetence of how it was done and what was done.

Two years of a "trial" is a very long time and in that time medically dependent people will be left stranded with a bike lane between them and the medical facility they need to get to on either side of the street not to mention further down Adelaide Road at the only After Hours medical centre in Wellington. The stores in Newtown south are suffering a drop in turnover from 38% to 53% after the 150 car parks were removed, it was dire that the car parks at the John street junction were removed for the initial roadworks stopped by the injunction and some shops there have since closed down or moved away and there are a few that will struggle to survive if the loading zone and car parks are removed. I saw that Aro Valley were given time to consider and change it seems very odd that similar offers have not been made to Adelaide Road and Riddiford Street businesses given the Mayor Andy Foster had talked about what he intended to do in the area with Nick Mills so WCC had and does know what they have planned for the area WCC just haven't been honest with the building and store owners there. Businesses in Wellington have stood for over 80 years are being told to move in no uncertain terms to divide up the road and not what should be done which is share it.

Its time to drop your egos WCC and think of better outcomes for all just as the Local Government intends and tactical urbanism intends consult and favour all including businesses.

I heard Myles Gazley on the radio this morning, looks like you haven't listened to him either it is very similar to what I have said above and to slow the traffic coming into the intersection of John/ Riddiford and Adelaide & along Adelaide to and from the Basin to make it safe for all although there are no statistics that show clearly any accidents have occurred in this area or along Cambridge and Kent Terrace. You could even use the medium strip area along Riddiford, Adelaide and join it to Myles idea as well. This cycleway needs a lot more thought than the ill conceived approach to date that is frustrating a large majority in Wellington and appeasing just the few cycle activists that are bullying people in Newtown and other parts of the city, the rest of us cyclists are happy with small changes like speed and medium strips.



You are strongly urged to return Newtown to the way it was before spring arrives and before the new appendages on the road outside the hospital were installed and certainly before the judge put a stop to it the illegal use of by-laws this was very telling of the councillors, mayor & town planners of their intent.

RB

Contact 

Newtown

**Feedback**



<b>NAME:</b> Laura Newcombe	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> Four Seasons Florist	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

**Please provide any comments here:**

<b>Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:</b>	
<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>

I am writing this submission to strongly oppose the proposed bus and bike "improvement" from Newtown to the waterfront via Riddiford Street, Adelaide Road, Cambridge Terrace and Kent Terrace.

As a property owner and local small business owner who bought my property 17 years ago with kerbside car parks, it is unthinkable that the WCC would take away all the car parks that would support my business that also support me financially retaining my WCC heritage building in this WCC heritage shopping precinct. These car parks also benefit the wider Wellington community who support local businesses, those who need to visit the hospital or the blood lab, as well as other local services.

There have never been any cycle accidents outside here at the John Street intersection in all my time of being situated here. The road should have a speed restriction, like other shopping areas all over Wellington have, so that the road can be used by all, vehicles and cyclists sharing the road in a safe manner.

Since the cycle path was rammed through at break neck speed without any consultation to business and property owners, I have lost \$35,000. Even the Mayor has made an admission on Wellington Live today that the cycle way was pushed through too fast (30/08/2022). What is the Mayor going to do to rectify this?

Other businesses in this precinct have closed or moved away and that is having a trickle down effect on my business. If this cycle path goes ahead, I fear that my business will soon be forced to close after serving my community here for nearly 29 years selling flowers.

My customers tell me every day that they can't get a car park. Senior Officers from the transport department at the WCC have even parked outside my shop on the yellow broken lines to collect large wedding arrangements (the irony of that).

Customers who come and collect large casket arrangements for their loved ones cannot even park close to collect them, so now I cannot even offer that option anymore.

The cycle path is heavily underutilised, and it seems excessively unfair to sacrifice people's livelihoods for something that is only used by a very small minority of people from a very small but noisy lobby group.

The WCC should be helping owners to protect this heritage precinct rather than causing serious financial harm, as well as supporting the interests of the majority of the community. Were the heritage rules of building on our private land (garages etc.) helpful? No they weren't, when I tried to get a garage built on my private property I was told "NO! Not in the heritage rules", therefore it's imperative that kerbside parking is retained due to the restrictive nature of WCC heritage building rules.

It is beyond comprehension that the Council would think that a heritage shopping precinct does not need any car parks to make the businesses viable. The Council is unjust, unfair and undemocratic! Us businesses are contributing to the vibrancy of Wellington and don't deserve to be kicked to the kerb by the WCC proposing this ridiculous cycle path smack in the middle of the busiest street in Newtown. Why not

on a quieter side street such as Hanson Street so businesses on Riddiford Street with heritage restrictions won't be financially crippled?

In summary, I would like to express my supreme opposition to this proposal and note how unaccommodating the WCC been to small business affected by this cycleway. No Council member has ever come into my shop to discuss this with me, and there's been absolutely no compensation to those like me who are suffering severely due to the incompetence and unjust process that even a judge has deemed was unlawful.

Laura Newcombe





**Feedback**



<b>NAME:</b> Tim	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> wellington college enviro club	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Support**

**Please provide any comments here:**

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

<b>Walking in the area?</b>	<b>Positive</b>
<b>Using the bus?</b>	<b>Positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very negative</b>
<b>Living in the area?</b>	<b>Positive</b>
<b>Working/owning a business in the area?</b>	<b>Positive</b>
<b>Visiting a business in the area?</b>	<b>Negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Moderate importance</b>

## **1. Benefits:**

- Increased ease of transport. Opens it up to different age groups rather than just keen bikers.
- Accommodates for scooters too so it doesn't just have to be rich (ebikers) or super fit (bikers).
- Good that mobility parking and emergency car parking is staying for those that must use a car.

## **Potential Questions:**

- What do you think will be the response of the public around the removal of the public parking along the route?
- What teaching will be around cycling etiquette and giving way to busses?
- How are you future proofing the system to account for the projected population growth?
- Electric scooter infrastructure along the route?
- How to ensure safety of users?

## **Actual Submission:**

Sustainable transport is the future and as such, we wholeheartedly support the proposed road layout changes. We also support the initiative of the council in gathering support, especially among young people whose voice is often lost in local politics, however we believe more could be done in a communication sense.

The majority of Wellington College students commute via bus to school almost every day. Convenience and safety have been cited as the two primary reasons for this. The Newtown to City bike lanes will present cheap, efficient, more environmentally friendly commuting alternatives to the current road layout. We hope that these easily accessible bike lanes, and high speed bus lanes will encourage students, and the general public, to pursue environmentally sustainable transport.

Automotive infrastructure is ugly, and NZ cities are covered in car parks and dull, car packed roads. We believe that the more open our roads are, the more people will want to get out of their cars and spend time on these roads, rather than feeling like they are bordered by parked cars on either side.

We also want to see Wellington become a more sustainable city, and the Cycleway system will no doubt be a significant step towards a 'greener' Wellington. Cars are an extreme pollutant emitting 11 kilograms of carbon dioxide per gallon. As the time for action against Climate Change becomes shorter, we must create more sustainable environments and cities. By creating a Cycleway system we can create incentives for people to use bikes, which are a sustainable method of transport, instead of cars and other pollutant vehicles. Additionally, car use creates toxic air levels increasing the chance of citizens developing cancerous illnesses as well as neurological, cardiovascular, and respiratory issues.

However in order to do this, there will obviously need to be some significant changes in behaviour and perception of these modes of more sustainable transport from the public. Without people using the system, none of the issues will be solved. We are interested in how

these efforts to change public perception will be carried out, and at what point during the process? The main points on the website indicate the removal of car parks, which although we agree with, are a significant sticking point for many members of the public. Until there is buy in from the public into cycling/walking/bussing around the city, little progress can be made.

Along with this, it is also important that people using cycle ways are properly educated about etiquette around cycling and the differences in rules from cycling and driving. Similarly to the dangers of unqualified people driving cars, when the city moves towards this more sustainable direction, a higher number of cyclists will not be confident riders, and may cause a lot of damage. Whether this comes by a cycleway licence or just properly educating the population as a whole how to ride a bike in these cycleways, and what is expected of them at intersections, when overtaking etc. However we understand that it is vital that people want to go and use these cycleways and the barrier for doing so is not too high, so we think probably some accessible workshops and something like an advertising campaign would be most effective.

Another key factor that will bring the Cycleway's success is having a coherent system, where it is easy to travel from all ends of the city to the centre, and back out again with ease. Although as Wellington College students we are very much onboard with the Newton to City section, it is also important that our students can access this route from Karori, Wadestown, Kilbirnie, and many other suburbs from all around the city, so that we can make the most of the infrastructure. This is clearly a long term goal and depends on adjustments to this route post a temporary route being set up, having a central hub where all Cycleways intersect seems vital to the project's success and practicality for our students, and many others commuting to the city.

Briefly some other questions we had when reading about the project are:

1. What the use of electric scooters looks like? (we heard that they would be allowed on the cycleways, but is there any extra infrastructure to allow this to happen etc.)
2. How will the system change, if at all, as the city grows and more people begin to use these cycleways?
3. What the effects on different demographics will be? ie people who haven't learned how to ride bikes, tourists, and older citizens.

To conclude, we strongly support the creation of a Wellington Cycleway. We believe that automobile use severely harms both Climate Action and the health of Wellington citizens. In addition, automobile infrastructure is unpleasant and consumes a gross amount of space that could be used for other more interesting, innovative and creative aspects of Wellington. Despite our support for the Cycleway, there are several concerns we hold, primarily whether or not people will use the Cycleway to its full potential. Therefore, in addition to the implementation of a Cycleway we would like there to be a well-thought-out education system that convinces people of the benefits to cycling and informs them of the correct etiquette and rules required to have a fully functioning system.

**Feedback**



<b>NAME:</b> [Redacted]	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>



To	info@wcc.govt.nz
Submission	Proposed bus and bike improvement from Newtown to the waterfront via Riddiford Street, Adelaide Road, Cambridge Terrace and Kent Terrace  Please send this submission to the above proposed changes by WCC and traffic resolution.
Traffic resolution	(TR173-22)
Personal / business /Building Name choose one	
Address	
Email address	
Privacy	<b>I do not want my personal details nor contact details in the public arena.</b>
Oral submission	<b>Reserve the right to make an oral submission</b>

**STRONGLY OPPOSE** CHANGED ASPECTS AND FUTURE ASPECTS of this TR and cycleway, bus improvements. Submission period needs to be lengthened to 21 weeks, currently WCC have too many requests for submissions that substantially impact Wellingtonians and those interacting with Wellington. To present submissions to WCC and do justice in such a short space of time for citizens is too steep to ask of the ratepayers time. The length of this cycleway has very diverse needs in each of its sections, a broad brushstroke approach for all streets and intersections applied from other suburbs will make the functional streets and intersections of this route dysfunctional, simply put more time needed by individuals, businesses and property owners to submit is required.

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Submission ends

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**Feedback**



<b>NAME:</b> Laura Newcombe	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

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**Please provide any comments here:**

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**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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I am writing this submission to strongly oppose the proposed bus and bike "improvement" from Newtown to the waterfront via Riddiford Street, Adelaide Road, Cambridge Terrace and Kent Terrace.

As a residential property owner affected, it is hugely unfair that all the car parks on Riddiford and Adelaide Road will be removed for a very small minority of people that will underutilise the cycleway proposed. Where will I park, and where will visitors park? what is the alternative parking arrangement WCC? The public cannot park on my property because it is a WCC heritage building, that has restrictive strict building rules in place.

The road should be shared by vehicles and cyclist and the speed restriction should be reduced to keep all road users safe.

In summary my rates have gone up 24% and all the kerbside car parks will disappear, this is unfair, unjust and undemocratic.

Laura Newcombe

[REDACTED]

[REDACTED]

**Feedback**



<b>NAME:</b> [Redacted]	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL SUBMISSION</b> Yes
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Cyclists should be registered with license plates and have WOFs to be on roads and footpaths, people are being injured or threatened by riders that simply can not be traced.

Do not want dedicated lanes for cycles and buses, the roads are for sharing. Want all parks and loading zones reinstated as they were prior to the cycleway installation and a decent design plan that is a win-win for all be discussed and designed.

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Transitional trialling with future feedback potentially allowing for change” of the Cycleway reducing Riddiford Street to one lane has already been done. We argue that there is enough data and information to remove the trial. The cross over near the Mein Street and Riddiford Street is mayhem to traverse and dangerous, this is poorly designed. Mainly to get cyclists from the hospital, a better design would have been to make the hospital workers that cycle use a lane within the hospital property and exit on Mein street and flow with traffic and open the vehicular lane to Mein street again to stop the constriction deliberately created to make traffic, emergency services and freight come to their knees and drive further increasing emissions. The options of bi-passing traffic flows has not been considered, if they were there would be bigger benefits to the areas of this route.

All parking and loading zones along Riddiford streets need to be reinstated including the area of Riddiford North shops. The public are not left with any practicable access to Wellington Hospital from the street nor level street access from parking and exiting a vehicle to entering the auxiliary medical services such as SCL, Imaging; all car parks need to be reinstated in this area all along Riddiford Street, Adelaide through to Courtney Place. Not enough car parks to get to After Hours Medical Center, over 300 patients daily at peak per day use the After Hours Medical Center services how are 5 car parks going to service that load of patients? Even the WCC officers that want to take their families to after hours are suggesting they will drive, where will these WCC officers park let alone people in need of medical care that may well be in worse positions than that of WCC officers. Not enough options have been considered for the areas such as the shops at the John Street intersection this small area would be better served with a slow zone with NO removal of car parks or loading zone. Elderly and mobility compromised have been excluded in the design to the advantage of cyclists wanting a thoroughfare via these affected suburbs, for example. Patients having to park on the steep hill of Hall Street to attempt to embark and disembark elderly from vehicles for a blood test at SCL, it is a struggle not only for the patient but also the caregiver in a city that is 6-9 months of the year in wintery and/or windy conditions. The pedestrian should have priority over the cyclist for a level park and entry to medical care. Heritage buildings & areas need to be protected & their economic value retained by the buildings housing functioning profit making businesses they are at risk in this proposal from WCC for it's future planning.

Roads have been constricted in Newtown to one lane causing traffic to back up down Adelaide Road, up John Street, down Wallace Street. Congestion will only be added to if changes occur along Kent and Cambridge Terraces. These arterial routes due to poor design of this TR will congest all traffic from East, South and West which is already evident through the Mt Victoria Tunnel in either direction.

Along Adelaide Road the parks should be reinstated as very few buses and cyclists use the roads in either direction during the day. The 7am – 9am and 4pm to 6pm should be retained as it is more than adequate for the cyclist and buses.

Cambridge/Kent Terraces to Vivian St : The proposed closure of the two turnaround areas between Kent & Cambridge Terraces (opposite Barker St & Fifeshire Ave) is ill considered and impractical. These closures will force traffic flows into already heavily congested areas. This will also add to congestion heading north via the Arras tunnel to Taranaki St in the city and State Highway One heading north. These closures and consequential delays (inconvenience) will also unduly affect the ability of local businesses to service their existing customer's needs and attract new custom. This forced extra congestion around these very busy roads does not support the LGWM initiative touted by WCC. This could be resolved simply by adding Stop signs & road markings to the two turn around areas where cyclists cross them. This is normal current practice at intersections across NZ and will allow for the smooth flow of bicycles and allow vehicles to share the road and keep traffic flowing and local businesses accessible & operational. Vehicles heading north on Cambridge terrace (towards Courtenay Place) will not be able to conveniently turn into Kent Terrace before Vivian St, so will be delayed by the long streams of heavy traffic coming down Vivian Street into Kent Terrace (governed by traffic lights). These delays will also affect the flow of cyclists heading to Courtenay Place and their workplaces/destinations in the city. Many of the local businesses are successful new vehicle vendors introducing the latest overseas models with EV technology to a market desperate to contribute to lower emissions and meeting carbon targets. If lower emissions targets are the major catalyst for this proposed cycleway, note use of EV and other non-fossil fuel technologies will be a more significant contributor to emission reductions than introducing dedicated cycle lanes.

Submission ends

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**Feedback**



<b>NAME:</b> Greg Harford	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> Retail NZ	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

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**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>

31 August 2022

Wellington City Council - Newtown to City consultation  
Via email to: [newtowntocity@wcc.govt.nz](mailto:newtowntocity@wcc.govt.nz)

RE: Newtown to City consultation August 2022

#### Introduction

1. Retail NZ is a membership **organisation that represents the views and interests of New Zealand's retail sector**. We are the peak body representing retailers across Aotearoa, our membership accounts for two thirds of all domestic retail turnover. Retailers contribute around \$112 billion a year to the New Zealand economy, of that approximately \$319 million is contributed to the Wellington economy each year.
2. **New Zealand's retail sector comprises approximately 27,000 businesses and employs around 220,000** Kiwis. In Wellington this equates to approximately 1,300 business and 8,900 employees.
3. We have consulted our Wellington members in preparing this submission.

#### Opening comments

4. Retail NZ supports, in principle, the intention of the plan. Streets that are safer and support a diverse range of transport options will benefit Wellington as a city. However, we think there will be unintended consequences from the project.
5. We are concerned about the impacts of the proposal with respect to:
  - the removal/relocation of 150+ carparks;
  - the removal of loading zones;
  - the interaction between this project and implementation of other projects such as the MRT; and
  - the disruption created by construction to deliver this project.

#### Parking

6. The project results in significant parking deficit for Wellington City retailers across multiple suburbs, losing an additional 150+ carparks across the three precincts.
7. Significantly reducing private vehicle access by removing parking reduces accessibility for shoppers, limiting footfall.
8. People interacting with businesses in these areas require the option to park their vehicle if this mode of transport suits their needs. Carparks provides shoppers with easy access to their intended destination, the freedom to visit a number of destinations on their shop and offers a safe and personal way of transporting any purchases. Larger items such as whiteware, furniture, or multiple purchases **aren't** easily transported via public transport or cycling.
9. A reduction in carparking translates to fewer sales for businesses that are impacted by the changes - and ultimately can lead to businesses (a) having to increase prices meaning that consumers pay more, or worst case (b) relocating altogether.
10. We would like to see modeling of retail businesses impacted across all areas of the project not just the Riddiford Street area that is identified. Retailers are located along the entire stretch of this project's roads and play an important role in the Wellington community.

#### Loading zones

11. The removal of multiple loading zones along the Newtown to City Cycleway is going to significantly impact couriers and other commercial vehicles. This will create inefficiencies for businesses as more time will be required to deliver stock and collect outbound deliveries, ultimately resulting in increased costs and higher prices to customers.
12. We would like to see modelling on the impact of the proposal on e-commerce and courier deliveries, and how more loading zones can be included in this plan.

**Interaction with MRT**

13. The Newtown to City project runs right along the proposed route for MRT, and we are concerned road layouts would require further and significant alteration when delivering the project.
14. Retail NZ would like to understand more about the interaction between these two projects, and the scale of additional change required to reconfigure the layout and deliver MRT. For example - will the Cycleway have to be ripped up/significantly altered when MRT is being implemented?

**Construction related disruption**

15. Retail NZ would like to better understand the potential disruption caused by any construction required to deliver this project.
16. People often avoid on-going construction sites and will therefore likely keep from any retail offering obstructed by one.
17. As this cycleway runs adjacent to several retail offerings, we request more information is provided.

**Suggested improvements**

18. Retail NZ would like to see better provision of alternative parking and loading zones along the project
19. Retail NZ would like to better understand the interaction between the Cycleway and the implementation of MRT
20. Retail NZ would like to better understand the potential disruption caused by any construction required to deliver the project

Yours faithfully

Greg Harford  
Chief Executive, Retail NZ

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## Feedback



<b>NAME:</b> [Redacted]	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

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**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
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**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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To	info@wcc.govt.nz
Submission	Proposed bus and bike improvement from Newtown to the waterfront via Riddiford Street, Adelaide Road, Cambridge Terrace and Kent Terrace  Please send this submission to the above proposed changes by WCC and traffic resolution.
Traffic resolution	(TR173-22)
Personal / business /Building Name choose one	
Address	
Email address	
Privacy	<b>I do not want my personal details nor contact details in the public arena.</b>
Oral submission	<b>Reserve the right to make an oral submission</b>

**STRONGLY OPPOSE** CHANGED ASPECTS AND FUTURE ASPECTS of this TR and cycleway, bus improvements. Submission period needs to be lengthened to 21 weeks, currently WCC have too many requests for submissions that substantially impact Wellingtonians and those interacting with Wellington. To present submissions to WCC and do justice in such a short space of time for citizens is too steep to ask of the ratepayers time. The length of this cycleway has very diverse needs in each of its sections, a broad brushstroke approach for all streets and intersections applied from other suburbs will make the functional streets and intersections of this route dysfunctional, simply put more time needed by individuals, businesses and property owners to submit is required.

Not enough consultation has been done with individuals, businesses and property owners for such a substantial hindrance to Wellingtonians. Cycle lanes have been badly designed and the plan submitted ( see attachment )to use the centre Island in Kent and Cambridge terrace should be considered as the damage the councils plan will make economically to this and all the areas is huge ,the roads are for **sharing**. Want all parks and loading zones reinstated as they were prior to the cycleway installation and a decent design plan that is a win-win for all be discussed and designed.

The numbers of cyclists (currently and likely in future) using this proposed cycleway does not support the undoubted upheaval and negative consequences created by the proposal. WCC is using numbers that have not been properly validated with empirical evidence and cherry picking anecdotes from cycleways overseas as well as creating scare tactics around an apparent current lack of safety for cyclists. The cycleway creation is a general installation that does not take into account at least 7 sections of the road that have very different uses along the route for the residents, business and people coming into these areas; they have been excluded/will be excluded from using the areas at the advantage of cyclists; again a detrimental impact to groups excluded by WCC.. There is no supporting data to prove the

massive predicted increase by the council of 76% might cycle. The survey questions don't ask the right questions. They are biased and created to suit the agenda. Please consider the detailed analysis by Tailrisk Economics August 2022 Report on the WCC Cycleway. WCC has no economic impact on effects of creating cycle lanes and dedicated bus lanes along route. WCC have no feasibility study on the impacts of Wellington citizens, its environment and emissions output has been correlated only biased funneling of information on very small data sets has occurred of approximately 600 for Botanic gardens for example given the population of Wellington and the seasonal population of Wellington this minute statistic can not be held as the pivotal figure of change for the Botanic Gardens area nor similar deductions for other parts of Wellington, the correlation is very poor.

Where are the success and failure criteria for this project?

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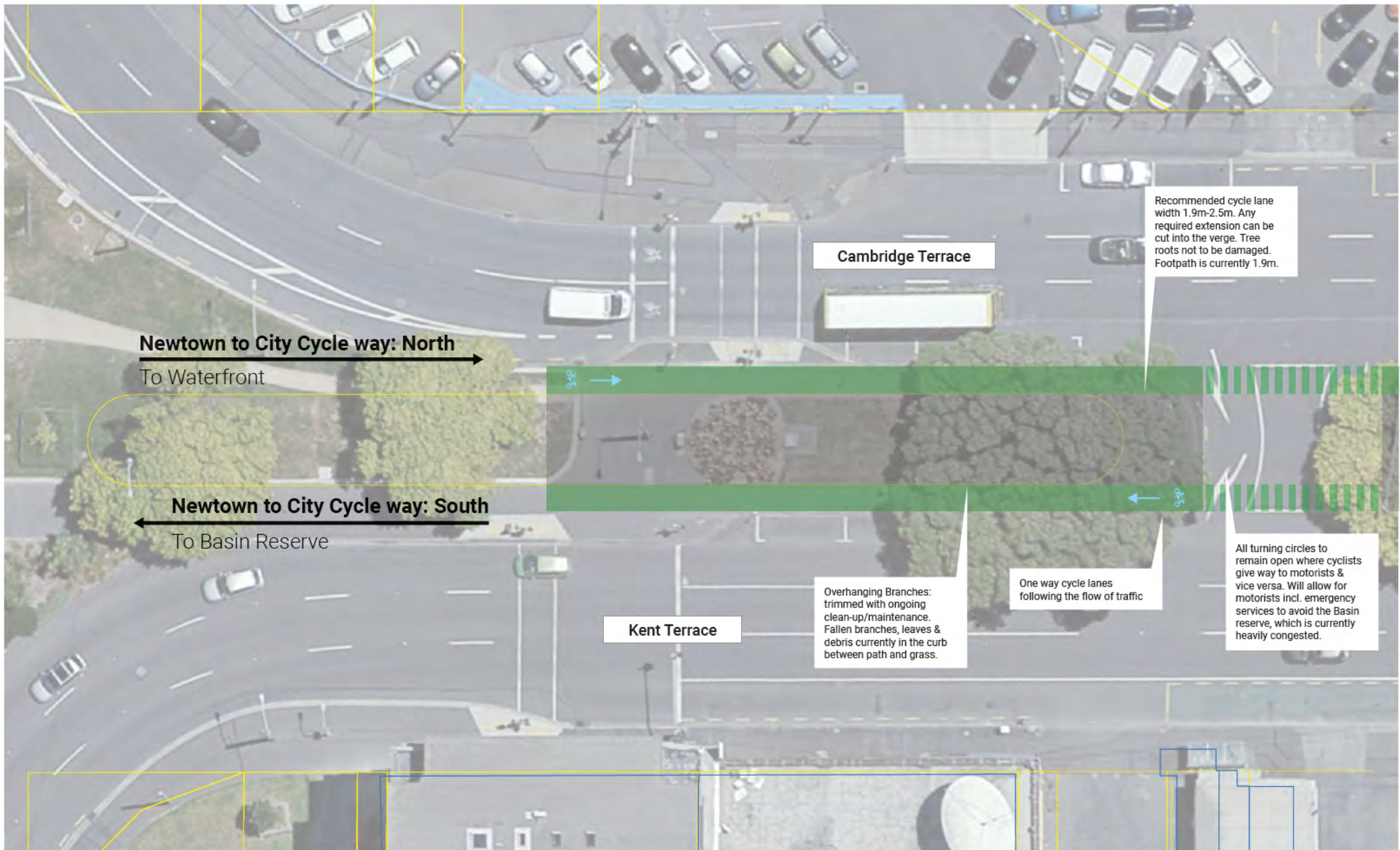
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Submission ends

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**Newtown to City Cycle way: North**  
To Waterfront →

**Newtown to City Cycle way: South**  
← To Basin Reserve

**Cambridge Terrace**

**Kent Terrace**

Recommended cycle lane width 1.9m-2.5m. Any required extension can be cut into the verge. Tree roots not to be damaged. Footpath is currently 1.9m.

Overhanging Branches: trimmed with ongoing clean-up/maintenance. Fallen branches, leaves & debris currently in the curb between path and grass.

One way cycle lanes following the flow of traffic

All turning circles to remain open where cyclists give way to motorists & vice versa. Will allow for motorists incl. emergency services to avoid the Basin Reserve, which is currently heavily congested.





Barker Street

Cambridge Terrace

Kent Terrace

Turning circle to remain open, to service business on Fifshire ave, College & Lorne st without the need to push further traffic up Tory st. Which is currently heavily congested.



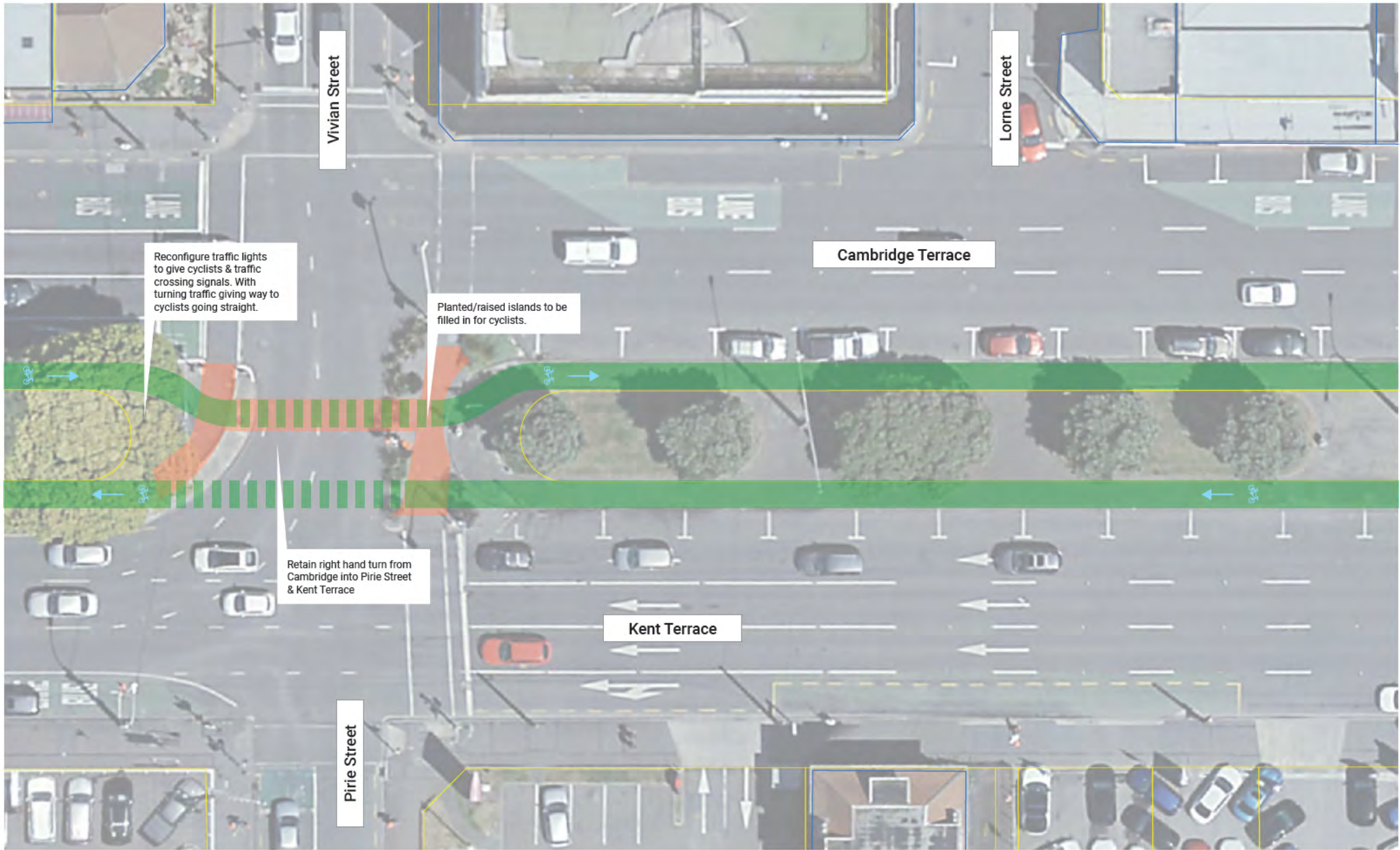
Fifeshire Ave

Cambridge Terrace

Kent Terrace

Turning circle to remain open, to service business on Fifeshire ave, College & Lorne st without the need to push further traffic up Tory st. Which is currently heavily congested.

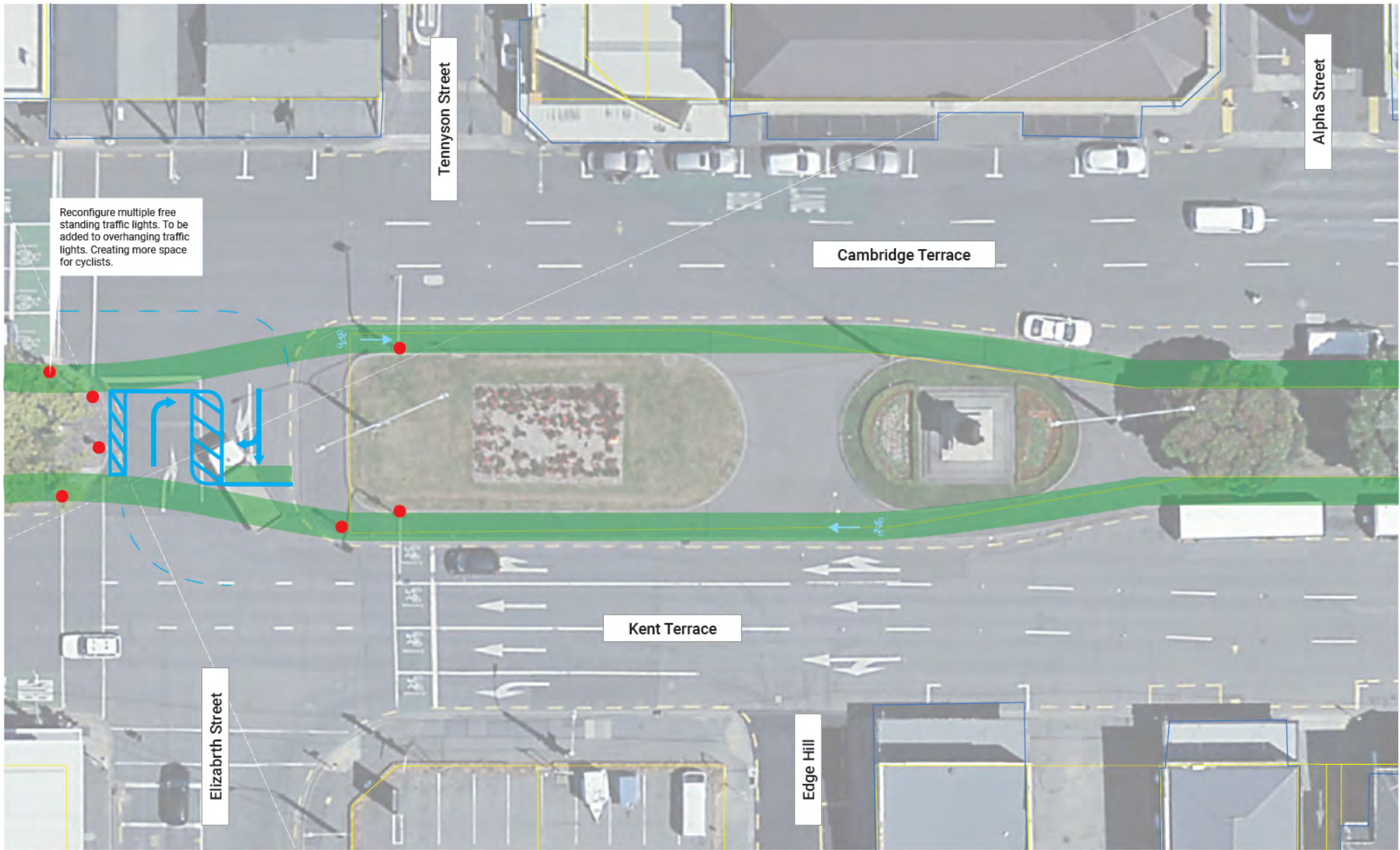






● Traffic light





Reconfigure multiple free standing traffic lights. To be added to overhanging traffic lights. Creating more space for cyclists.

Tennyson Street

Cambridge Terrace

Alpha Street

Kent Terrace

Elizabeth Street

Edge Hill

● Traffic light

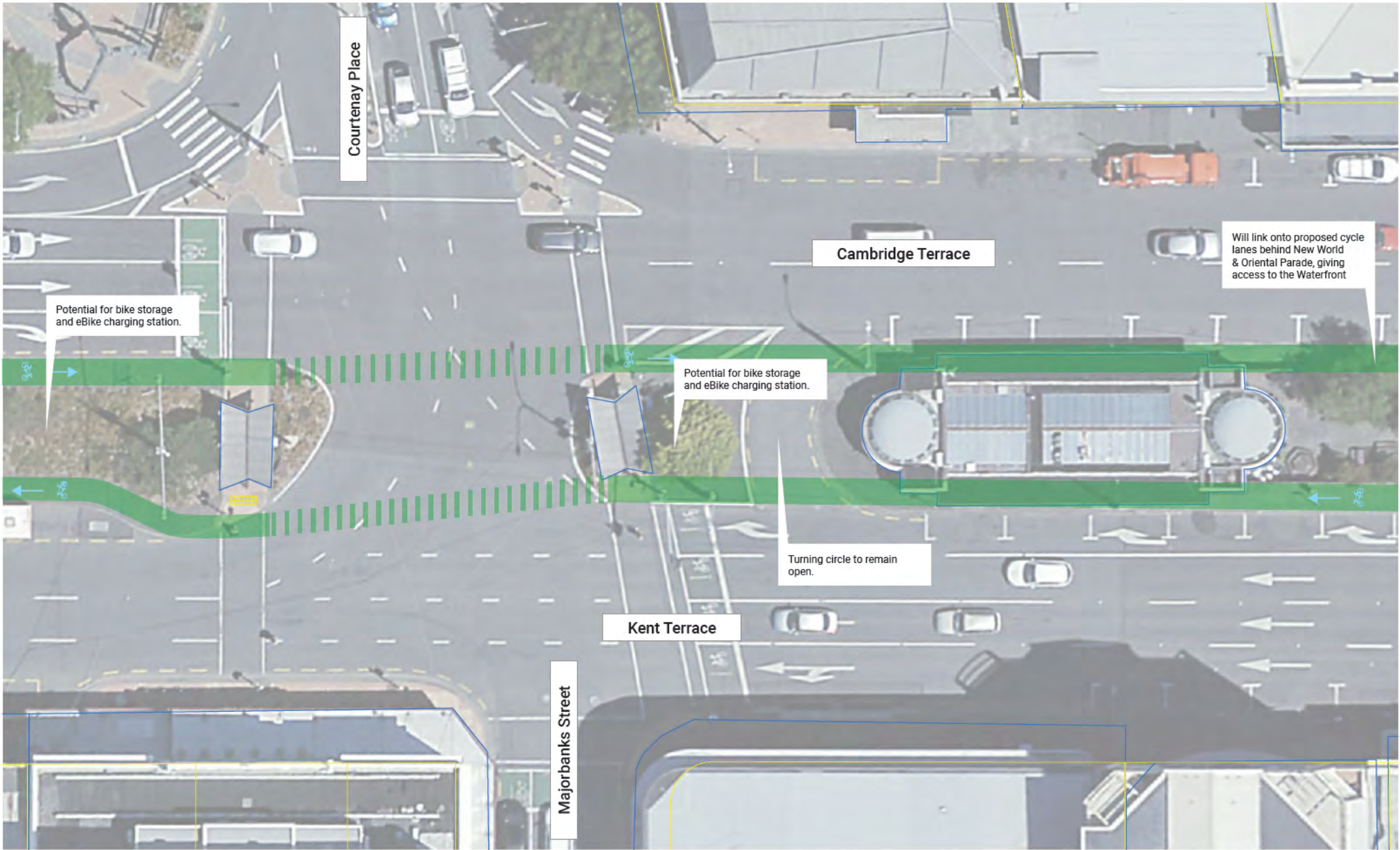


Alpha Street

Cambridge Terrace

Kent Terrace





Courtenay Place

Cambridge Terrace

Will link onto proposed cycle lanes behind New World & Oriental Parade, giving access to the Waterfront

Potential for bike storage and eBike charging station.

Potential for bike storage and eBike charging station.

Turning circle to remain open.

Kent Terrace

Majorbanks Street





Courtenay Place

Wakefield Street

Cable Street

Cambridge Terrace

Cycle lanes converge behind Chaffers New World giving access to the Waterfront.

Kent Terrace

Majorbanks Street

Oriental Parade





**Feedback**



<b>NAME:</b> Emi Piuilafitu	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

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**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
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<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long-term impact of the proposed changes to these routes will be:**

--

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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I strongly support the proposed changes including the traffic resolution. This will be good for everyone.

Emi Piuilā-Afitu

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

## Feedback



<b>NAME:</b> Angela Rothwell	<b>SUBURB:</b> Mount Victoria	<b>ON BEHALF OF:</b> Mt Victoria Residents Association	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Support**

**Please provide any comments here:**

1. How will the intersection at Courtenay/Kent/Cambridge work, in light of the LGWM Golden Mile plans? 2. We absolutely support greening the Canal reserve space down the centre of Kent and Cambridge Tces. Completely opposed to the Gazley idea of carving it up and retaining existing space for cars. 3. How do we retain Canal Reserve as a QUIET space?? Quiet green space will be at a premium as population increases in the area 4. Have the designs been run by people with understanding and/or experience of accessibility issues - street design, crossings, layout, plantings, surfaces and so forth

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	Negative
Living with mobility or accessibility issues?	Positive

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

Very positive

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

Very important

**How important is it to make street improvements so buses are quicker and more reliable?**

Very important



## Feedback



<b>NAME:</b> Geordie Cassin	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> AA	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

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**Please provide any comments here:**

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New Zealand Automobile Association Inc.

342-352 Lambton Quay, Wellington 6011  
PO Box 1, Wellington 6140

31 August 2022

## Wellington City Council

Email [newtowntocity@wcc.govt.nz](mailto:newtowntocity@wcc.govt.nz)

# Submission for WCC Newtown to Waterfront Bus and Bike Improvements

This submission is made by the Wellington District Council of the New Zealand Automobile Association (AA).

1. The District Council represents over 200,000 members. Although we were founded as an organisation representing motorists, we are moving to becoming a mobility organization as all of our members are on occasions pedestrians and an increasing number are cyclists. For example, our breakdown service now offers assistance to members who have broken down on their e-bikes.
2. We are very disappointed that Council has proceeded with this major change to the network without consulting the AA. We note that Council has consulted with cycle, pedestrian, blind and disabled groups but not with AA or any commercial vehicle users. Adelaide Road is a major arterial route carrying 22,000 vehicles per day and we would appreciate an explanation from Council as to why we were not consulted on this proposal when it was still in the design stage.
3. The AA supports separate cycle and bus lanes to encourage mode shift as long as the design is safe for all users. However, we have a number of mainly safety concerns on this proposal detailed below.
4. At the Riddiford Street intersection cyclists turning right onto Adelaide Road have to cross the left-hand traffic lane which is often used by turning traffic going up John Street. If cyclists are not in the front green cycle box how does Council propose to prevent cyclists further back in the traffic lane from being at risk of collision with



traffic going up John Street?

5. From the John Street intersection to the Hospital Road junction city-bound we note that the cycle lane into the city is shared with the bus lane. With the number of buses using this route and significant number of cyclists we do not consider this is a long-term safe design and would prefer to see a separate bike lane. However, we recognise that the width is limited here by the right turn bay into Hospital Road which is a busy side road. There is no space here for a separate bike lane into the city.
6. The bike improvements proposed require cyclists to cross four major intersections at John Street, Rugby Street, Vivian Street and Courtenay Place. The cycle lane on Adelaide Road city bound is on the left-hand kerb. It is not clear how cyclists cross to the Basin Reserve - presumably they have to use the pedestrian crossing phase twice which is time consuming (once to the middle of the road and once to cross Rugby Street). However, most current cyclists move to the centre of the road so that they only have one crossing phase to wait for. This is OK for confident cyclists but not for other cyclists. The long diagonal crossing of Courtenay Place/Kent Terrace is potentially a high accident risk if any motorised traffic runs a red light.
7. The proposed changes on Adelaide Road remove the hatched median which is used by turning traffic to wait in the middle of the road until it is safe to turn. There are 3 intersections and multiple businesses on Adelaide Road including McDonalds and BP Service Station. The removal of the hatched median will mean that turning traffic will have to wait in the traffic lane and hold up all traffic until it is safe to turn. In our view this will increase congestion which is already significant at peak hours.
8. The other issue with turning traffic is the potential to not see a cyclist on the cycle lane when there is heavy traffic in the opposite direction. If the motorised traffic gives way to allow traffic to turn the driver may not see a cyclist on the cycle lane. How does Council propose to minimise this risk?
9. We note that Council proposes to close all the turning loops on Kent and Cambridge Terrace due to the proposed 2-way cycleway. This will result in traffic heading south who wish to visit for example Resene paints having to travel around the Basin Reserve. This will increase congestion and emissions at peak times which we are supposed to be reducing. Has the Council taken this into consideration?
10. We note and support the Council comment that “We need to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter or use public transport”. However, we do not think there is enough space on Adelaide Road for all these different modes to safely co-exist. For example, bus passengers have to cross the cycle lane to perch on a 1.5-metre-wide platform—not easy if you are in a wheelchair or mobility impaired. Cyclists have to share the lane in some places with buses and cross heavy traffic at the Basin Reserve. We would suggest that Council reconsider a separate 2-way bike lane on Hanson and King Street leading onto Rugby Street, Tasman Street and Tory Street. The 2-way bike lane would be



created by making the existing streets one way. This would remove the conflict in the current proposal which is less safe in our view than having one-way bike lanes on an arterial route carrying 22,000 vehicles per day.

11. The bus lanes on Adelaide Road are proposed to be 24 hours per day 7 days per week. We question why this is necessary at this point in time when congestion is limited to specific peak hours. We could accept 7-9.30am and 2.30-6pm on both sides of the road for 7 days a week instead of 24/7.
12. We have received several complaints from AA members regarding the removal of parking outside Wellington hospital. The P30 and P60 parks allowed convenient access to visit patients as the hospital underground parking has limited space. Perhaps WCC could consider using parking at the former Winter Show Buildings on John Street and providing a free shuttle to improve access for hospital visitors.
13. Our final comment relates to intersections. Many of these get partially blocked by inconsiderate drivers. We request that all major intersections be hatched with diagonal yellow paint to improve the traffic flow.

We request the opportunity to present our submission to Council.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Geordie Cassin'.

Geordie Cassin

Chairman – Wellington District Council

NZAA



**Feedback**



<b>NAME:</b> Peter Haywood	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

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**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**


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

**How important is it to make street improvements so buses are quicker and more reliable?**

--	--

I strongly support the proposed changes including the traffic resolution. This will be good for everyone.

Peter Haywood, 

**Feedback**



<b>NAME:</b> Henry Zwart	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

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**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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To whom it may concern,

I strongly support the proposed changes, including the traffic resolution. The changes benefit all road users, and are a progressive step towards a more transport-inclusive Wellington.

Henry Zwart,

[REDACTED]  
[REDACTED]



## Feedback



<b>NAME:</b> Steve Cosgrove	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

It has been a pleasure to have 200 metres or so of travel where I don't have to constantly on the lookout for inconsiderate or distracted car and truck drivers. Great start!

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Positive**

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

**Very important**

**How important is it to make street improvements so buses are quicker and more reliable?**

**Very important**

## Feedback



<b>NAME:</b> Linda Beatson	<b>SUBURB:</b> Te Aro	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

**Strongly support**

**Please provide any comments here:**

I prefer continuous bike lanes. The merge point near John Street is close enough to the intersection that lots of general traffic is merging into the lane from the right at the same location as bike traffic is merging into the lane from the left. That feels scary. If left as it is, this point will likely put off many from riding the route as they are expected to share the road with heavy vehicles. Please use enforcement to reduce the amount of general traffic driving the full length of the Riddiford Street bus lane. Painting the whole bike lane green would reduce illegal parking. I support moving the southbound bike lane to the kerbside as it approaches Mein Street. Thanks for fixing the ramps at the bus stops. Please clearly mark the loading zone and cycle lane next to the John St intersection to make the expected behaviour legible for people on bikes and people making deliveries, and to ensure the space is not used for general parking. Time restrictions may help reduce the impact on traffic movements through the intersection.

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

<b>Walking in the area?</b>	<b>Very positive</b>
<b>Using the bus?</b>	<b>Very positive</b>
<b>Riding bikes?</b>	<b>Very positive</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very positive</b>
<b>Living in the area?</b>	<b>Very positive</b>
<b>Working/owning a business in the area?</b>	<b>Very positive</b>
<b>Visiting a business in the area?</b>	<b>Very positive</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very positive</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Very positive**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Very important</b>	<b>Very important</b>

118116267763

## Feedback



<b>NAME:</b> Victoria Campion	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

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**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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I strongly support the proposed changes including the traffic resolution. This will be good for everyone.

Victoria Campion



**Feedback**



<b>NAME:</b> Matt McCallum	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

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**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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

**How important is it to make street improvements so buses are quicker and more reliable?**

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Kia ora,

I strongly support the proposed changes including the traffic resolution. This will be good for everyone. Be true to the vision for Wellington and cars should no longer be the priority for so many reasons.

Matt McCallum, 

Ngā mihi

Matt

## Feedback



<b>NAME:</b> Robyn Lonergan	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

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**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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Dear Council

I support the creating of new Cycle ways but ask 2 things to be taken into consideration.

! Please remember that some people , especially elderly peopled still need to drive their cars. Some easy accessible parks are still required.

2 There is a need for a speed limit for shared Zones e.g. Bikes and Walkers.

I live near Oriental Bay and when the shared Zone starts the Bikers continue to travel at the speed they used in the Bikers only zone, A lot of Bikers want to be Bikes and Cars , especially at Traffic Lights.

I hope you take this points into consideration.

Thank you  
Robyn Lonergan

## Feedback



<b>NAME:</b> Anouk Minnaar	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

**Please provide any comments here:**

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

**Walking in the area?**

**Using the bus?**

**Riding bikes?**

**Driving vehicles/or riding motorbikes?**

**Living in the area?**

**Working/owning a business in the area?**

**Visiting a business in the area?**

**Living with mobility or accessibility issues?**

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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

**How important is it to make street improvements so buses are quicker and more reliable?**

Dear council,

I strongly support the proposed changes including the traffic resolution. This will be good for everyone.

I used to live in Wellington and had the occasional bike collision with cars or pedestrians on the road. It's time to get more serious about safety around town for everyone!

I cannot believe how many more cars you can find on the road (stationary and moving) in Wellington nowadays. It's really hard to find a free car park anywhere (even in the suburbs). As an outsider I can see that car ownership has gone up dramatically in the last 7 years and this needs to be reversed.

I will be moving back to Wellington within the next 5 years and keen to get up those hills again on my bicycle or as a pedestrian!

Anouk Minnaar



**Feedback**



<b>NAME:</b> Sharyn Whitaker	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> RMHC NZ Ronald McDonald House Wellington	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

**Oppose**

**Please provide any comments here:**

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

<b>Walking in the area?</b>	<b>Very negative</b>
<b>Using the bus?</b>	<b>Neutral</b>
<b>Riding bikes?</b>	<b>Negative</b>
<b>Driving vehicles/or riding motorbikes?</b>	<b>Very negative</b>
<b>Living in the area?</b>	<b>Negative</b>
<b>Working/owning a business in the area?</b>	<b>Very negative</b>
<b>Visiting a business in the area?</b>	<b>Very negative</b>
<b>Living with mobility or accessibility issues?</b>	<b>Very negative</b>

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

**Negative**

<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
<b>Moderate importance</b>	<b>Important</b>



# Have your say on bike and bus improvements between Newtown and the city

Wellingtonians have asked for better transport options, action on climate change and more accessible housing so Wellington City Council is getting on with it. As part of preparing our city for the future, we're planning interim improvements for people riding bikes and using buses from Newtown to the city via Riddiford Street, Adelaide Road, and Kent and Cambridge Terrace.

We're now seeking your feedback on these proposed street changes until 5pm Wednesday 31 August.

The proposal is aiming to make more space for people on bikes and deliver more efficient and reliable bus trips.

This is a key route people travel from the city to Newtown and on to the southern suburbs. These changes will enable more people to get around in zero or low-carbon ways, support growing neighbourhoods, and free up space for people who need to drive. Street improvements like these will also support the city's growing neighbourhoods so we can cater for more people in the future without our city grinding to a halt.

This route will make a safer bike/scooter connection and faster bus trips between the city and Newtown towards the Southern suburbs.

If approved, the bike and bus improvements will be installed using materials that can be adapted as needed. We've developed the designs based on technical advice and consultation with the community. We want your feedback to see if there are other improvements that can be made before we make these changes.

View the proposal at [transportprojects.org.nz/newtown](https://transportprojects.org.nz/newtown)

You'll be asked about the proposal as a whole, then have the opportunity to provide detailed comments if desired. We'll also ask general questions about these changes and you'll have an opportunity to upload any relevant photos or sketches, or an additional document.

The survey takes about **5-10 minutes to complete**. Feel free to skip questions, you don't have to answer them all.

You can contact us at [newtowncity@wcc.govt.nz](mailto:newtowncity@wcc.govt.nz) if you have any questions or you can visit a drop-in session if you need help filling out a submission.

## City goals and network questions

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

Very important    Important    Moderate importance    Low importance    Not important    Don't know

How important is it to make street improvements so buses are quicker and more reliable?

Very important    Important    Moderate importance    Low importance    Not important    Don't know

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long-term impact of the proposed changes to these routes will be:

Very positive    Positive    Neutral    Negative    Very negative    Don't know

## Newtown to city proposal

Do you support the proposed changes to the Newtown to city route? These include traffic resolution TR173-22

Strongly support    Support    Neutral    Oppose    Strongly oppose    Don't know

## Your comments

Please provide any comments here, including comments about the completed section on Riddiford Street.

Your comment will appear on the website with your name and suburb you provide at the end of the form.

Since the bus lane & cycle lane have been installed & carparks on Riddiford Street have been removed, we have had many issues/frustrations/health & safety concerns, namely: (1) Cars not being able to enter our driveway & ending up stationary halfway across the cycle/bus lane. This is due to having no carparks or drop off/pick up points on Riddiford Street. Taxis/Ubbers/Shuttles/members of the public are dropping off/picking up from nearby accommodation/Hospital/businesses & are blocking our private carpark. This is adding stress & frustration to our already stressed/anxious families staying here at our RMHC NZ House Programme in Newtown (2) Our families/staff/volunteers not being able to get out of our driveway & when we do, we are merging with buses, cyclists, electric scooter users and giving way to pedestrians (3) Regularly we have taxis/nearby motel/hotel guests/hospital visitors/business customers parking in our carparks (4) Service vehicles e.g. couriers, contractors are parking or coming in/out of our car park as there is nowhere on the street to stop. One of our families had a near miss on a red traffic light, where a cyclist kept going & nearly hit their child's buggy as they crossed at the crossing. We are also concerned about the cyclists' speeds going over the ramps, as they go faster to mount them which means they are approaching bus users & our driveway at higher, unsafe speeds. Our staff have been given warning tickets for using the bus lane ahead of entering our carpark due to congestion on the outside lane. In order to turn left from the outside lane it requires crossing a bus lane, a cycle lane & navigating pedestrians, all assuming the driveway is clear, which it often isn't. Thank you for your consideration.

How would you categorise your feedback?

- General support
- General opposition
- Feedback based on using the completed Riddiford Street section
- A safety concern
- Design feedback
- Feedback about how the changes are implemented
- A concern about the impacts on a specific audience
- Other (*please specify*)

### Changes for different users

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

Walking in the area?

- Very positive     Positive     Neutral     Negative     Very negative     Don't know

Taking the bus?

- Very positive     Positive     Neutral     Negative     Very negative     Don't know

Riding bikes?

- Very positive     Positive     Neutral     Negative     Very negative     Don't know

Driving vehicles or riding motorbikes?

- Very positive     Positive     Neutral     Negative     Very negative     Don't know

Living in the area?

- Very positive     Positive     Neutral     Negative     Very negative     Don't know

Working/owning a business in the area?

- Very positive     Positive     Neutral     Negative     Very negative     Don't know

Visiting a business in the area?

- Very positive     Positive     Neutral     Negative     Very negative     Don't know

Living with mobility or accessibility issues?

- Very positive     Positive     Neutral     Negative     Very negative     Don't know

## A bit about you

How do you normally travel along this route? **Please tick one:**

We understand you may use a number of different ways to travel around this area, we would like to know what mode you use most of the time.

- Car/Van
- Commercial vehicle (e.g. van or truck)
- Bicycle
- Walk/run
- Bus
- Motorcycle or motor scooter
- E-scooter, skateboard etc
- Wheelchair or mobility scooter

What relationships do you have to the area? **Please tick all that apply:**

- I live in the area
- I work in the area
- I own or manage a business in the area
- I go to school or education in area
- I visit the area (e.g. to see friends or businesses)
- I do recreational activities in the area (e.g. running, walking etc.)
- I drop my kids at childcare, school or education in the area
- I travel through the area
- I live in Wellington
- I don't have a relationship to the area

What is your **main** relationship to the area? **Please tick one:**

- I live in the area
- I work in the area
- I own or manage a business in the area
- I go to school or education in area
- I visit the area (e.g. to see friends or businesses)
- I do recreational activities in the area (e.g. running, walking etc.)
- I drop my kids at childcare, school or education in the area
- I travel through the area
- I live in Wellington
- I don't have a relationship to the area

## Your details

Enter your name and contact details

Name Sharyn Whitaker

Email address [REDACTED]

Suburb Newtown

Would you like to receive email updates about this project?

We'll send everyone who gives feedback a copy of the engagement summary. If you select 'yes', your email address will also be passed on to Let's Get Wellington Moving as they are developing the permanent street changes on this route.

No  Yes

Would you like to speak to Councillors in support of your submission?

This usually involves a 5 min presentation in support of your submission to all Councillors or participation in a discussion forum with a small group of Councillors. We are planning the hearing or forum for 8 September, if you select 'yes', one of our team will be in touch to confirm.

No  Yes If yes, please provide a phone number above so we can contact you [REDACTED]

Are you providing feedback as  An individual  On behalf of an organisation  On behalf of a primary or secondary school

Name of organisation RMHC NZ (Ronald McDonald House Wellington)

Name of school

Demographic information

Why do we collect information about you:

Personal information is used for the administration of the feedback process including informing you of the outcome of this work. All information collected will be held by Wellington City Council, with submitters having the right to access and correct personal information.

Your responses will help us better understand who is engaging with this project.

You can view our privacy statement at [transportprojects.org.nz/about/privacy](https://transportprojects.org.nz/about/privacy)



The people below all made the same submission which can be found on the following pages



To	info@wcc.govt.nz
Submission	Proposed bus and bike improvement from Newtown to the waterfront via Riddiford Street, Adelaide Road, Cambridge Terrace and Kent Terrace  Please send this submission to the above proposed changes by WCC and traffic resolution.
Traffic resolution	(TR173-22)
Personal / business /Building Name choose one	
Address	
Email address	
Privacy	<b>I do not want my personal details nor contact details in the public arena.</b>
Oral submission	<b>Reserve the right to make an oral submission</b>

**STRONGLY OPPOSE** CHANGED ASPECTS AND FUTURE ASPECTS of this TR and cycleway, bus improvements. Submission period needs to be lengthened to 21 weeks, currently WCC have too many requests for submissions that substantially impact Wellingtonians and those interacting with Wellington. To present submissions to WCC and do justice in such a short space of time for citizens is too steep to ask of the ratepayers time. The length of this cycleway has very diverse needs in each of its sections, a broad brushstroke approach for all streets and intersections applied from other suburbs will make the functional streets and intersections of this route dysfunctional, simply put more time needed by individuals, businesses and property owners to submit is required.

Not enough consultation has been done with individuals, businesses and property owners for such a substantial hindrance to Wellingtonians. Cycle lanes have been badly designed and the plan submitted ( see attachment )to use the centre Island in Kent and Cambridge terrace should be considered as the damage the councils plan will make economically to this and all the areas is huge ,the roads are for **sharing**. Want all parks and loading zones reinstated as they were prior to the cycleway installation and a decent design plan that is a win-win for all be discussed and designed.

The numbers of cyclists (currently and likely in future) using this proposed cycleway does not support the undoubted upheaval and negative consequences created by the proposal. WCC is using numbers that have not been properly validated with empirical evidence and cherry picking anecdotes from cycleways overseas as well as creating scare tactics around an apparent current lack of safety for cyclists. The cycleway creation is a general installation that does not take into account at least 7 sections of the road that have very different uses along the route for the residents, business and people coming into these areas; they have been excluded/will be excluded from using the areas at the advantage of cyclists; again a detrimental impact to groups excluded by WCC.. There is no supporting data to prove the

massive predicted increase by the council of 76% might cycle. The survey questions don't ask the right questions. They are biased and created to suit the agenda. Please consider the detailed analysis by Tailrisk Economics August 2022 Report on the WCC Cycleway. WCC has no economic impact on effects of creating cycle lanes and dedicated bus lanes along route. WCC have no feasibility study on the impacts of Wellington citizens, its environment and emissions output has been correlated only biased funneling of information on very small data sets has occurred of approximately 600 for Botanic gardens for example given the population of Wellington and the seasonal population of Wellington this minute statistic can not be held as the pivotal figure of change for the Botanic Gardens area nor similar deductions for other parts of Wellington, the correlation is very poor.

Where are the success and failure criteria for this project?

The council Business Case and MCA (Multi Critical Analysis) of the route with the myopic selection of stakeholders and assessment criteria is scandalous, with little or no consideration of resident property assets, business interests, or wider traffic implications. Publishing this type of analysis to back an orchestrated outcome is despicable and has no place in a professional public service.

Transitional trialling with future feedback potentially allowing for change" of the Cycleway reducing Riddiford Street to one lane has already been done. We argue that there is enough data and information to remove the trial. The cross over near the Mein Street and Riddiford Street is mayhem to traverse and dangerous, this is poorly designed. Mainly to get cyclists from the hospital, a better design would have been to make the hospital workers that cycle use a lane within the hospital property and exit on Mein street and flow with traffic and open the vehicular lane to Mein street again to stop the constriction deliberately created to make traffic, emergency services and freight come to their knees and drive further increasing emissions. The options of bi-passing traffic flows has not been considered, if they were there would be bigger benefits to the areas of this route.

All parking and loading zones along Riddiford streets need to be reinstated including the area of Riddiford North shops. The public are not left with any practicable access to Wellington Hospital from the street nor level street access from parking and exiting a vehicle to entering the auxiliary medical services such as SCL, Imaging; all car parks need to be reinstated in this area all along Riddiford Street, Adelaide through to Courtney Place. Not enough car parks to get to After Hours Medical Center, over 300 patients daily at peak per day use the After Hours Medical Center services how are 5 car parks going to service that load of patients? Even the WCC officers that want to take their families to after hours are suggesting they will drive, where will these WCC officers park let alone people in need of medical care that may well be in worse positions than that of WCC officers. Not enough options have been considered for the areas such as the shops at the John Street intersection this small area would be better served with a slow zone with NO removal of car parks or loading zone. Elderly and mobility compromised have been excluded in the design to the advantage of cyclists wanting a thoroughfare via these affected suburbs, for example. Patients having to park on the steep hill of Hall Street to attempt to embark and disembark elderly from vehicles for a blood test at SCL, it is a struggle not only for the patient but also the caregiver in a city that is 6-9 months of the year in wintery and/or windy conditions. The pedestrian should have priority over the cyclist for a level park and entry to medical care.

Heritage buildings & areas need to be protected & their economic value retained by the buildings housing functioning profit making businesses they are at risk in this proposal from WCC for it's future planning.

Roads have been constricted in Newtown to one lane causing traffic to back up down Adelaide Road, up John Street, down Wallace Street. Congestion will only be added to if changes occur along Kent and Cambridge Terraces. These arterial routes due to poor design of this TR will congest all traffic from East, South and West which is already evident through the Mt Victoria Tunnel in either direction.

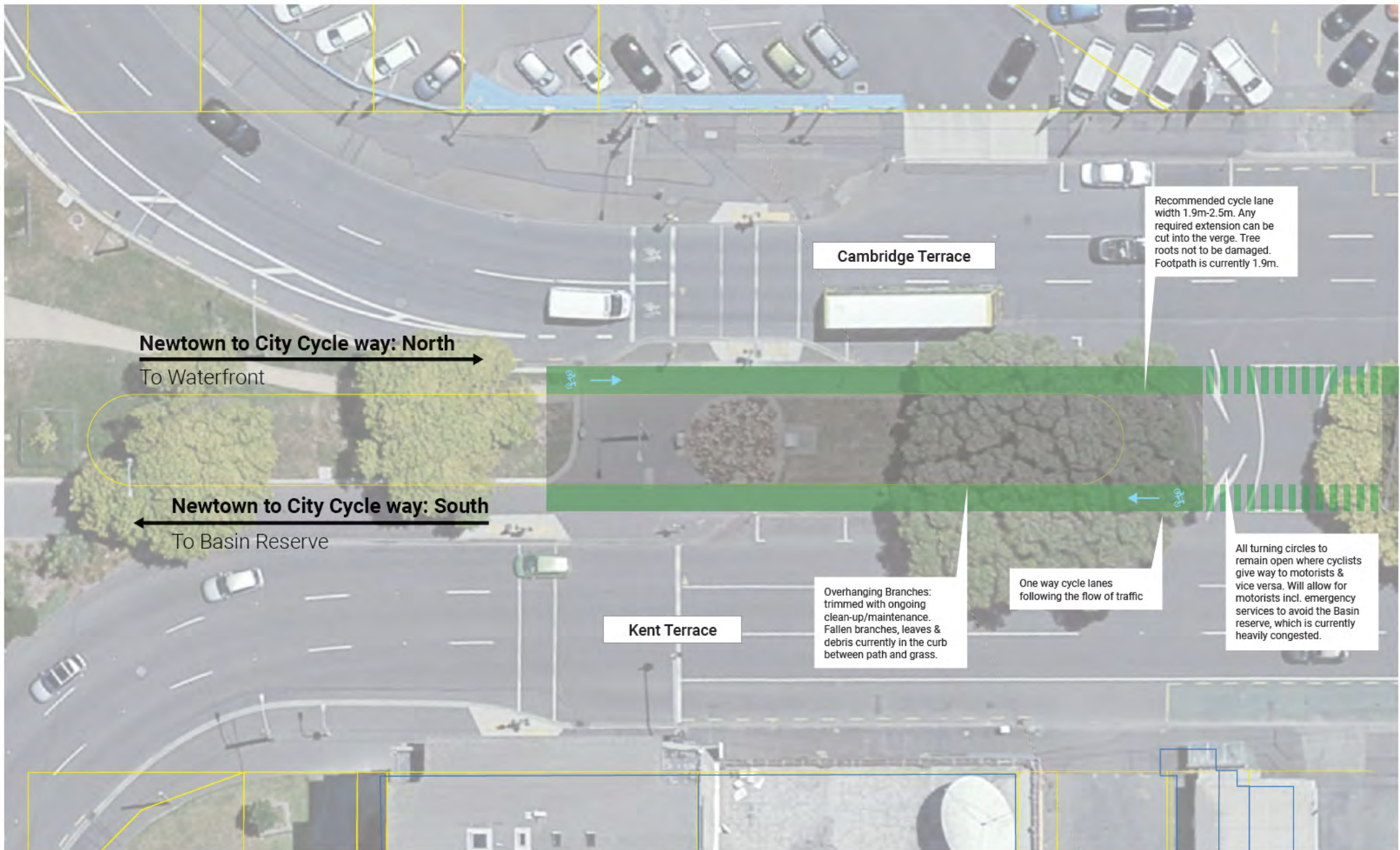
Along Adelaide Road the parks should be reinstated as very few buses and cyclists use the roads in either direction during the day. The 7am – 9am and 4pm to 6pm should be retained as it is more than adequate for the cyclist and buses.

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Submission ends

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**Newtown to City Cycle way: North**

To Waterfront

**Newtown to City Cycle way: South**

To Basin Reserve

**Cambridge Terrace**

**Kent Terrace**

Recommended cycle lane width 1.9m-2.5m. Any required extension can be cut into the verge. Tree roots not to be damaged. Footpath is currently 1.9m.

Overhanging Branches: trimmed with ongoing clean-up/maintenance. Fallen branches, leaves & debris currently in the curb between path and grass.

One way cycle lanes following the flow of traffic

All turning circles to remain open where cyclists give way to motorists & vice versa. Will allow for motorists incl. emergency services to avoid the Basin Reserve, which is currently heavily congested.





Barker Street

Cambridge Terrace

Kent Terrace

Turning circle to remain open, to service business on Fifshire ave, College & Lorne st without the need to push further traffic up Tory st. Which is currently heavily congested.



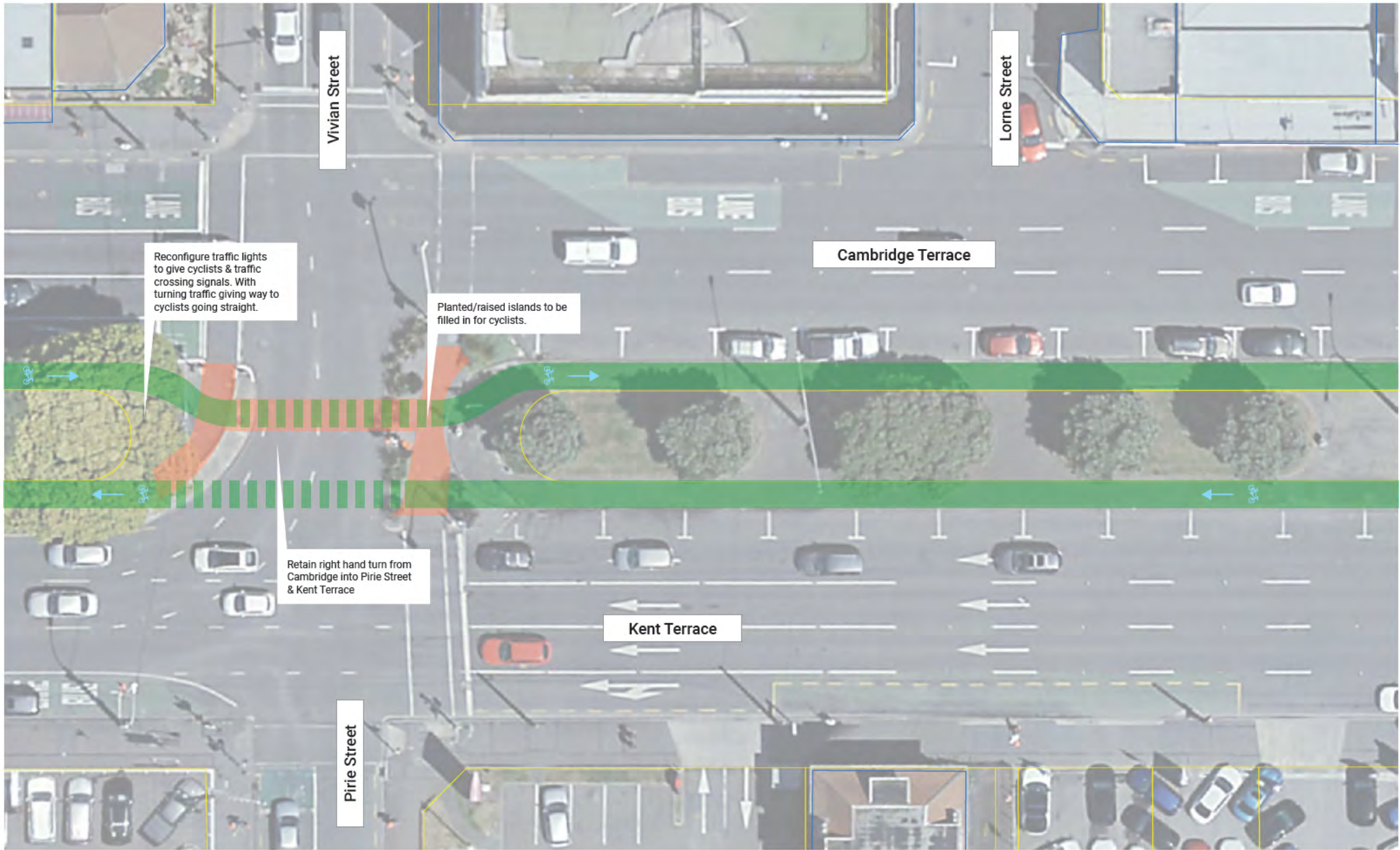
Fifeshire Ave

Cambridge Terrace

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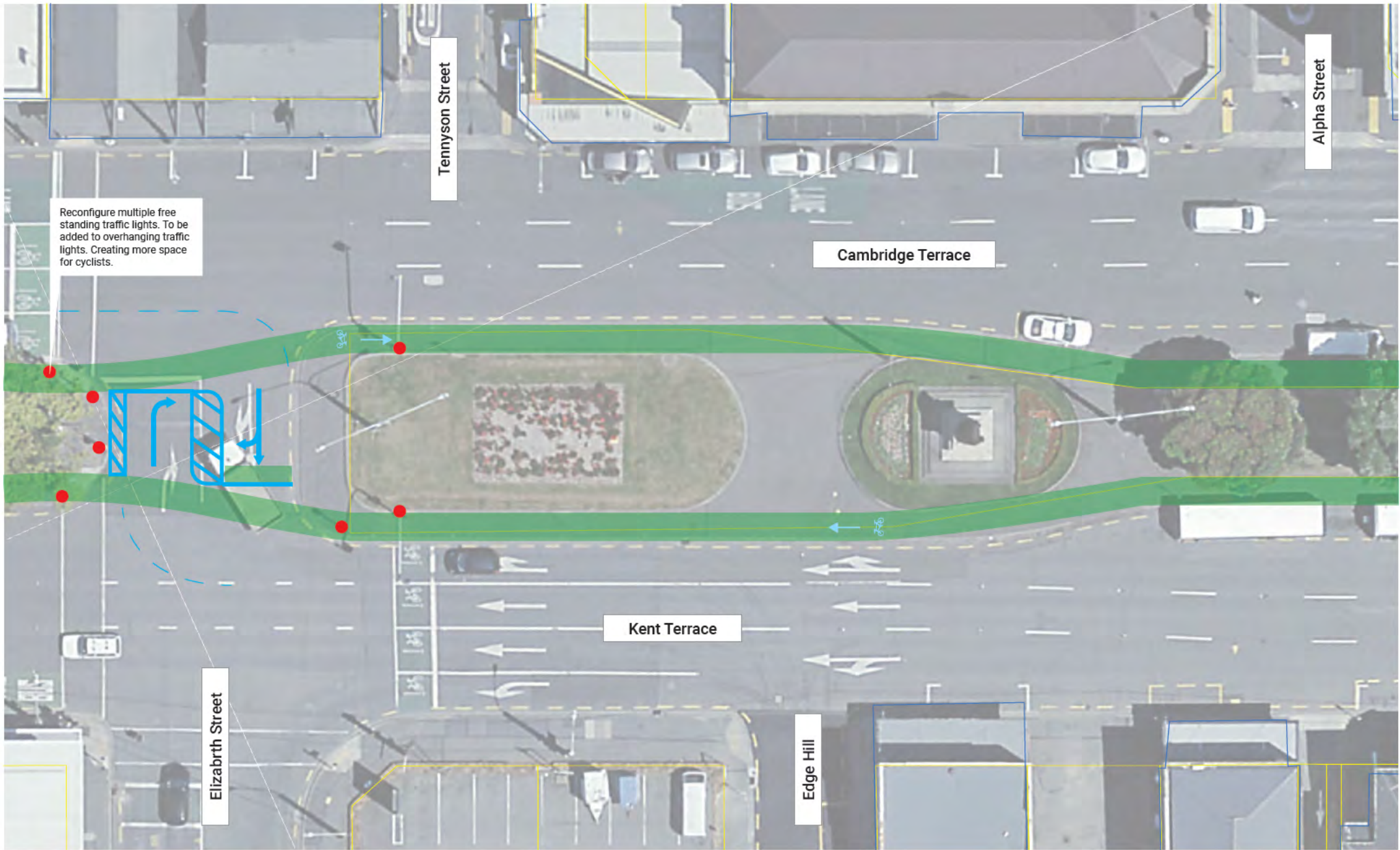








● Traffic light



Reconfigure multiple free standing traffic lights. To be added to overhanging traffic lights. Creating more space for cyclists.

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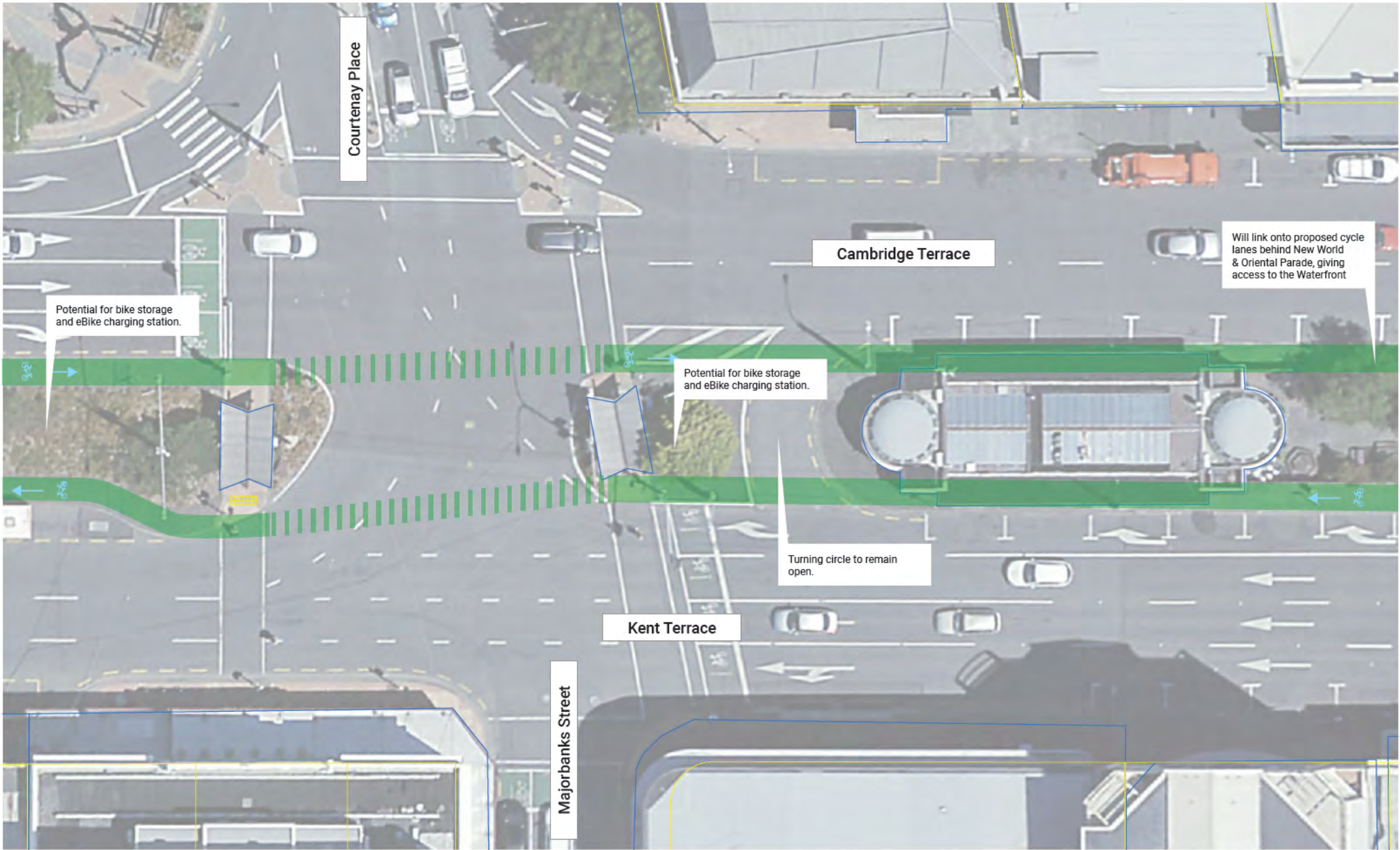


Alpha Street

Cambridge Terrace

Kent Terrace













**Feedback**



<b>NAME:</b> [Redacted]	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

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**Please provide any comments here:**

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

<b>Walking in the area?</b>	
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**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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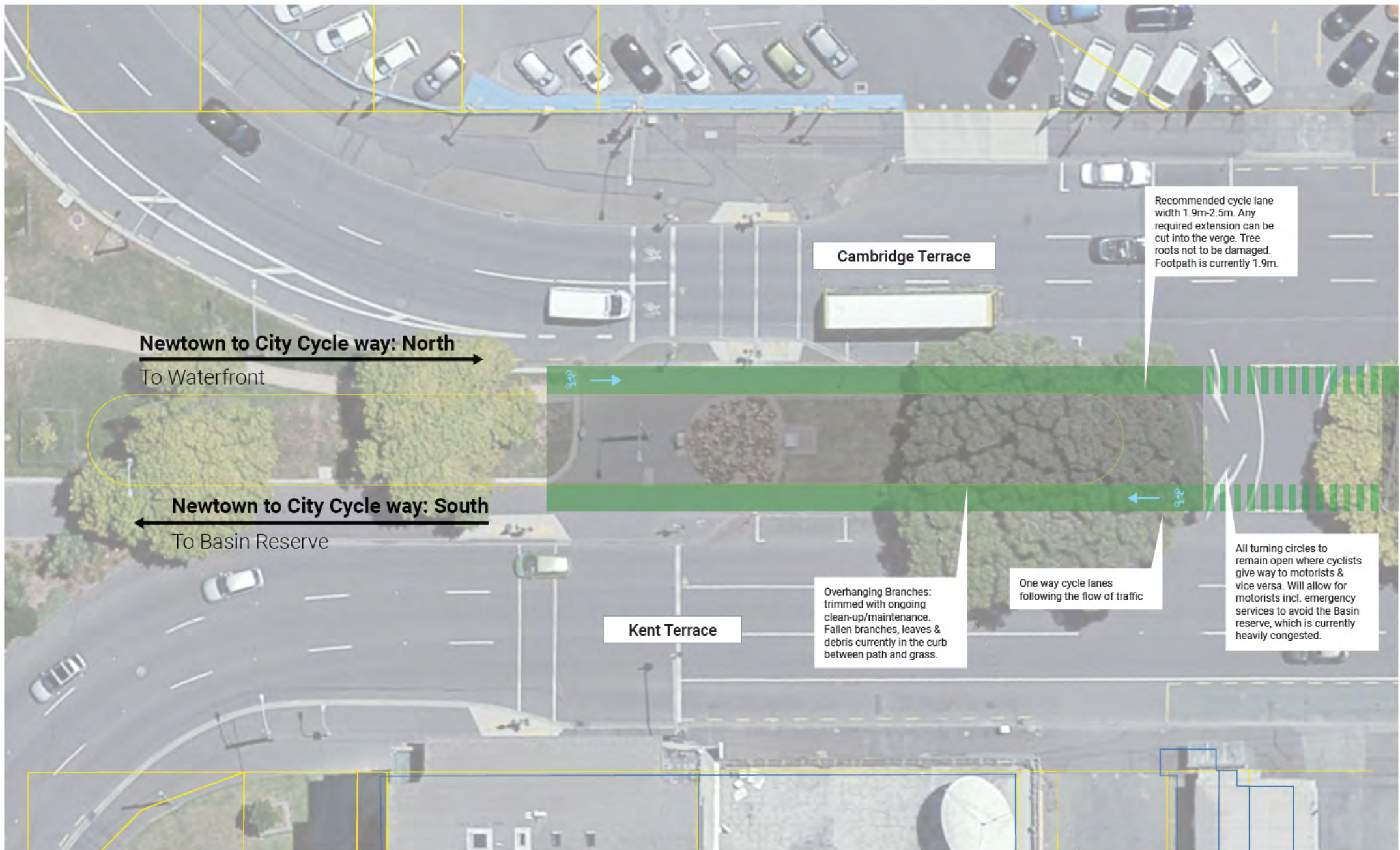
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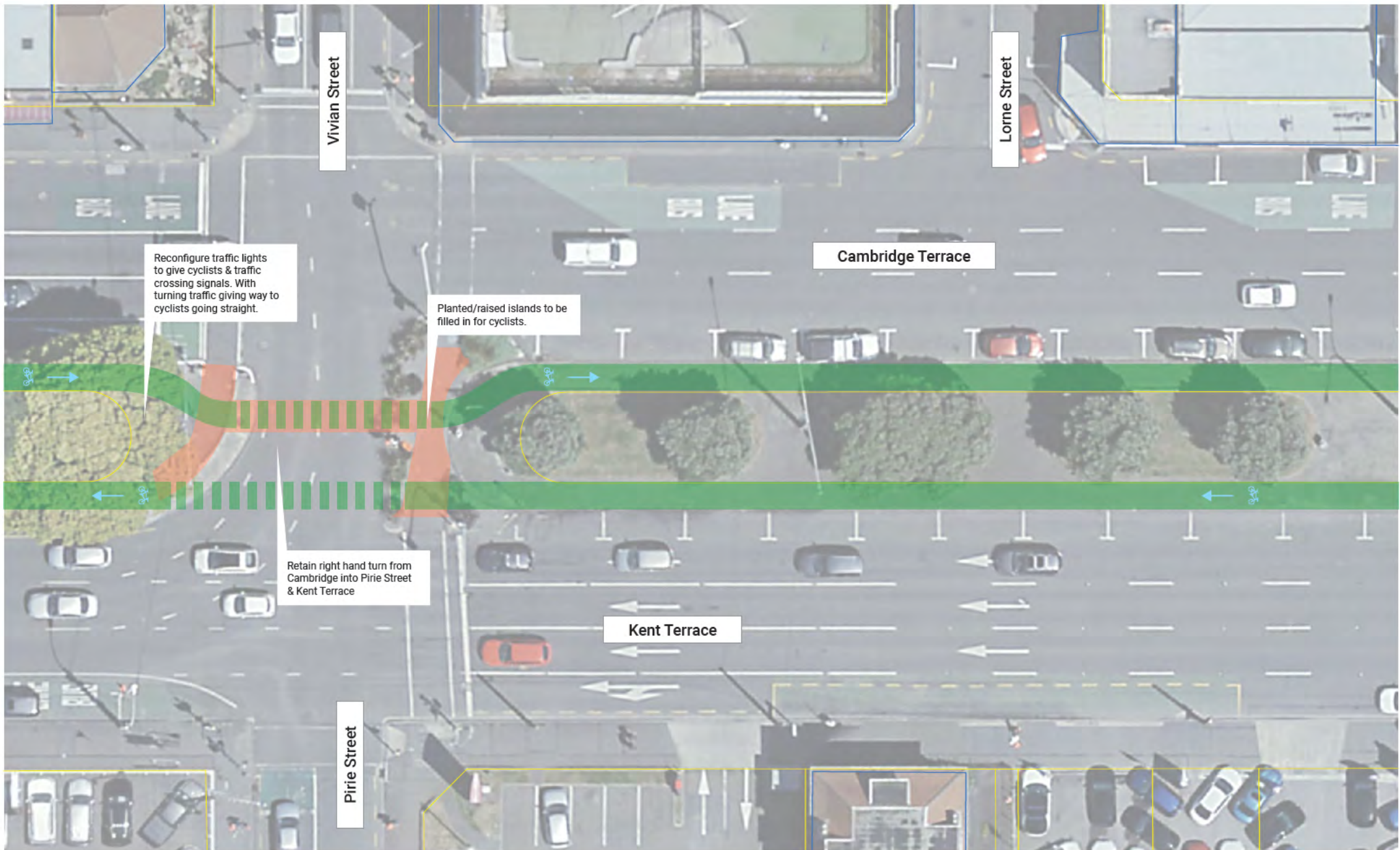
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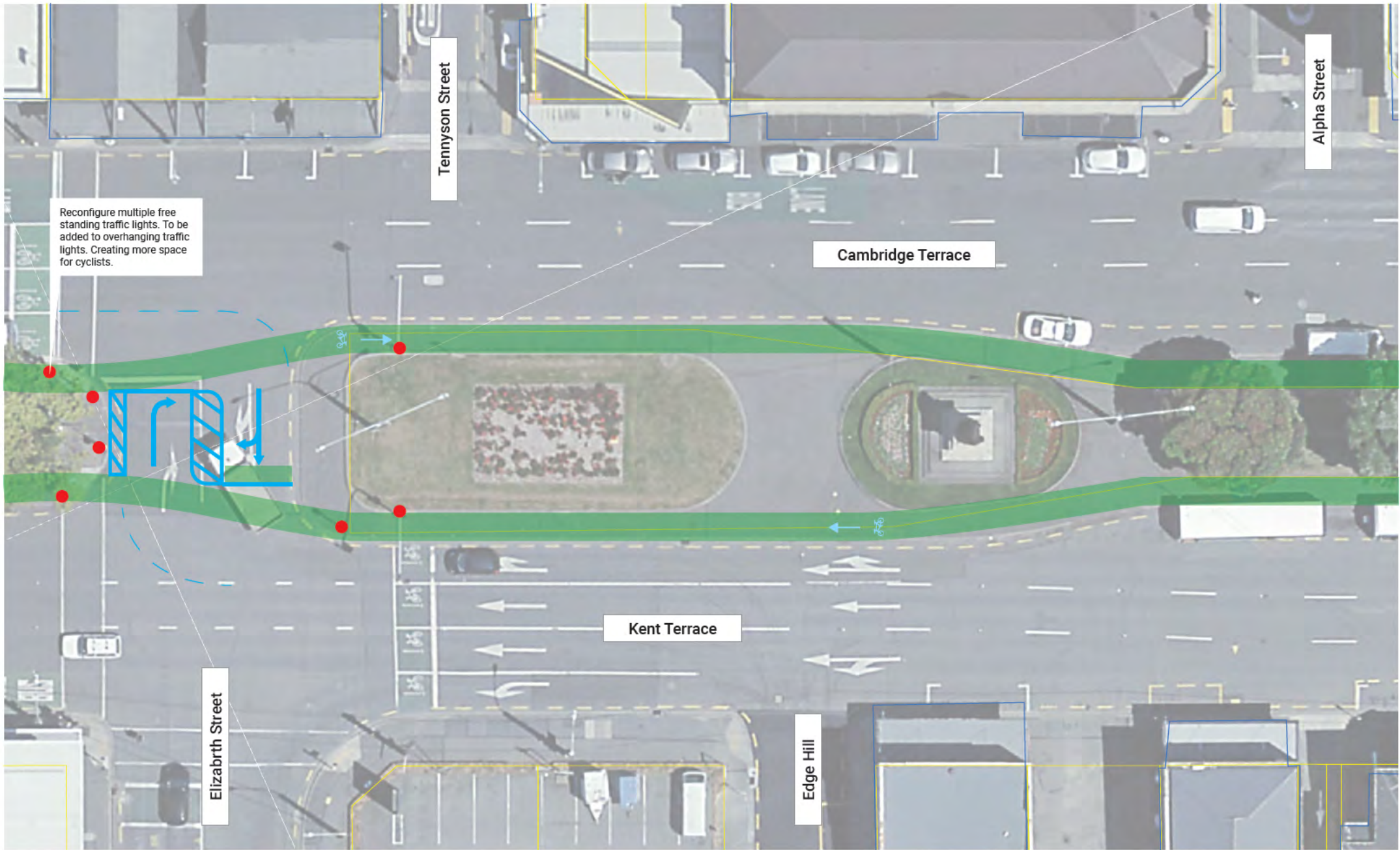






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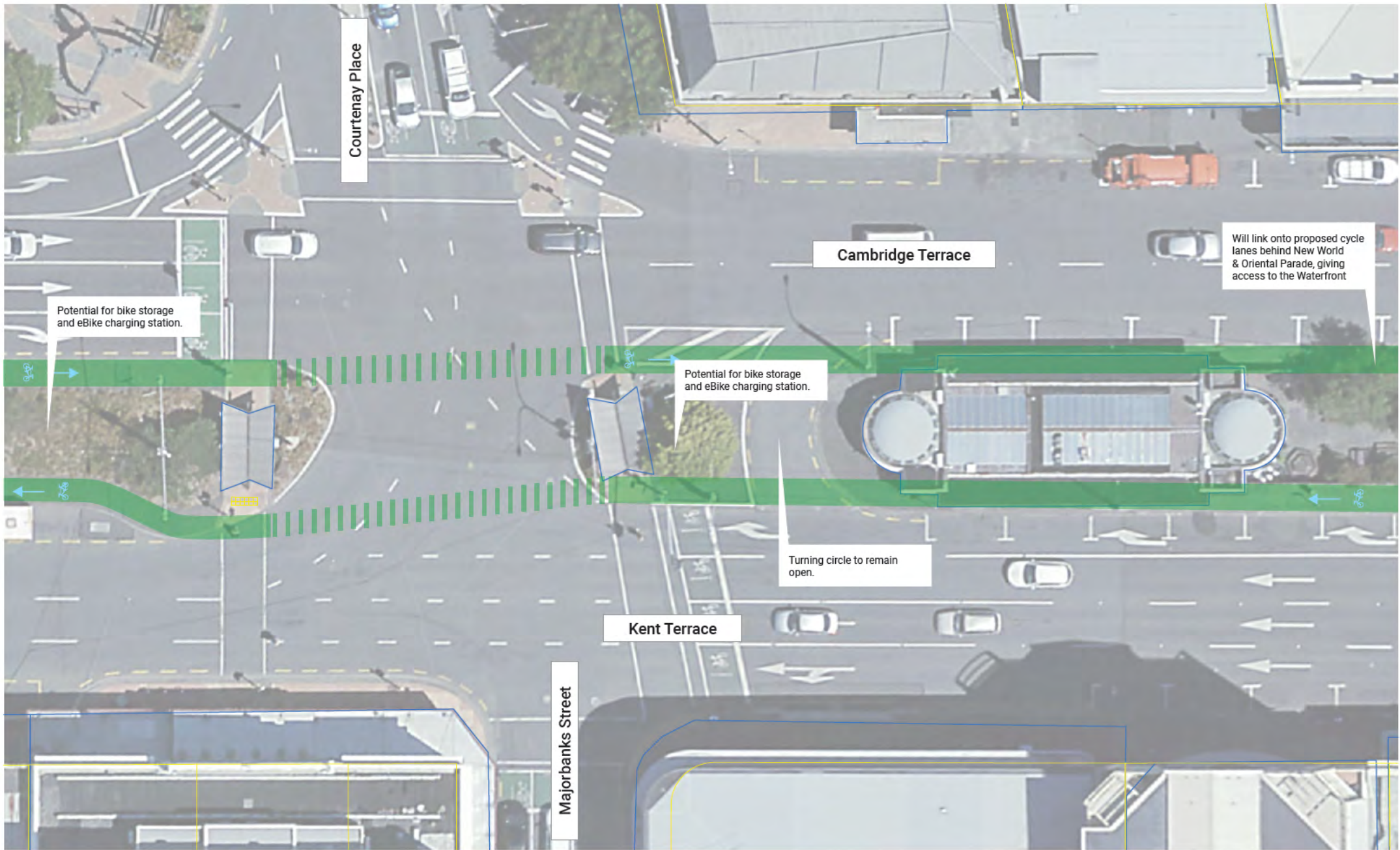


Alpha Street

Cambridge Terrace

Kent Terrace













**Feedback**



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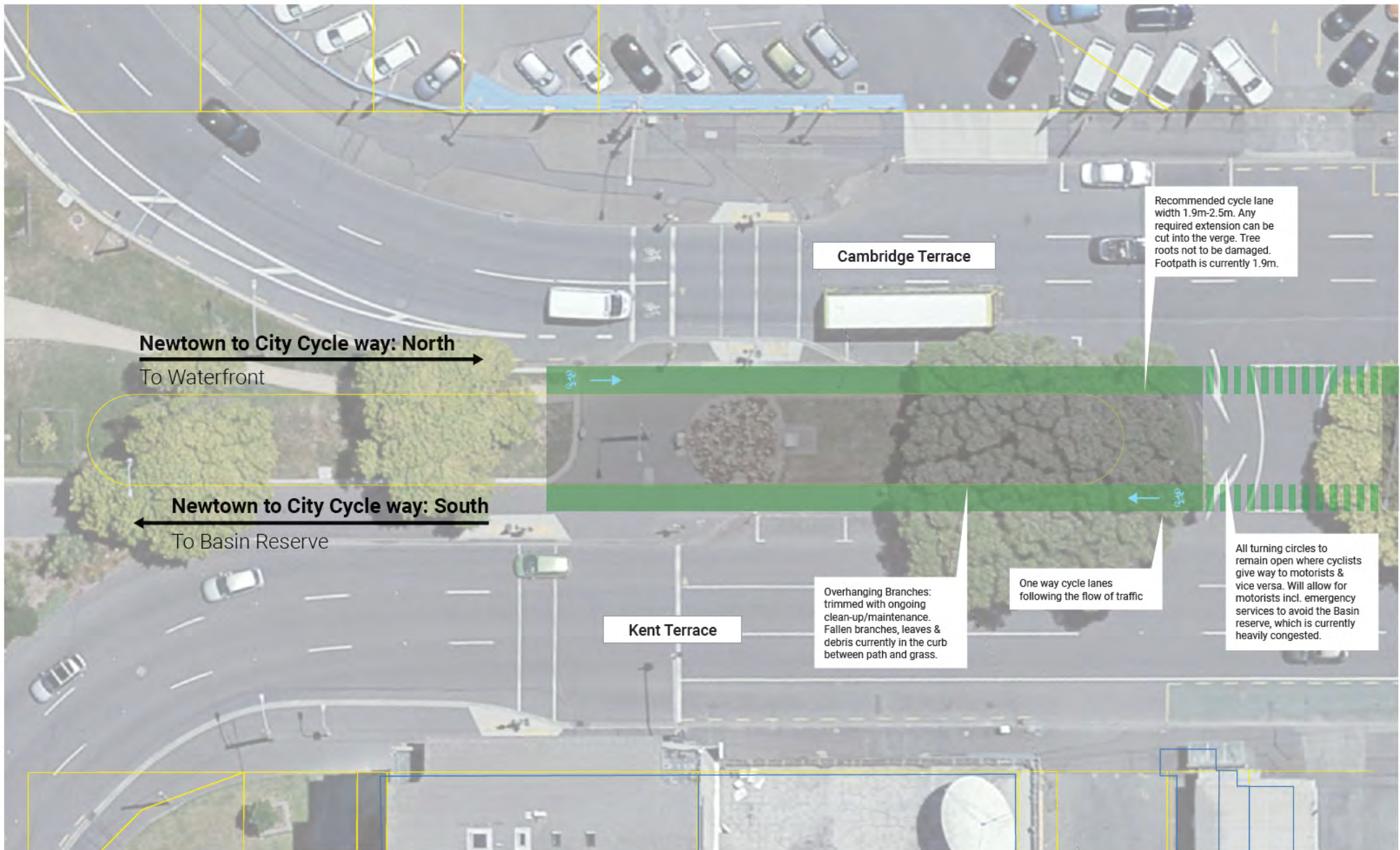
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**Kent Terrace**

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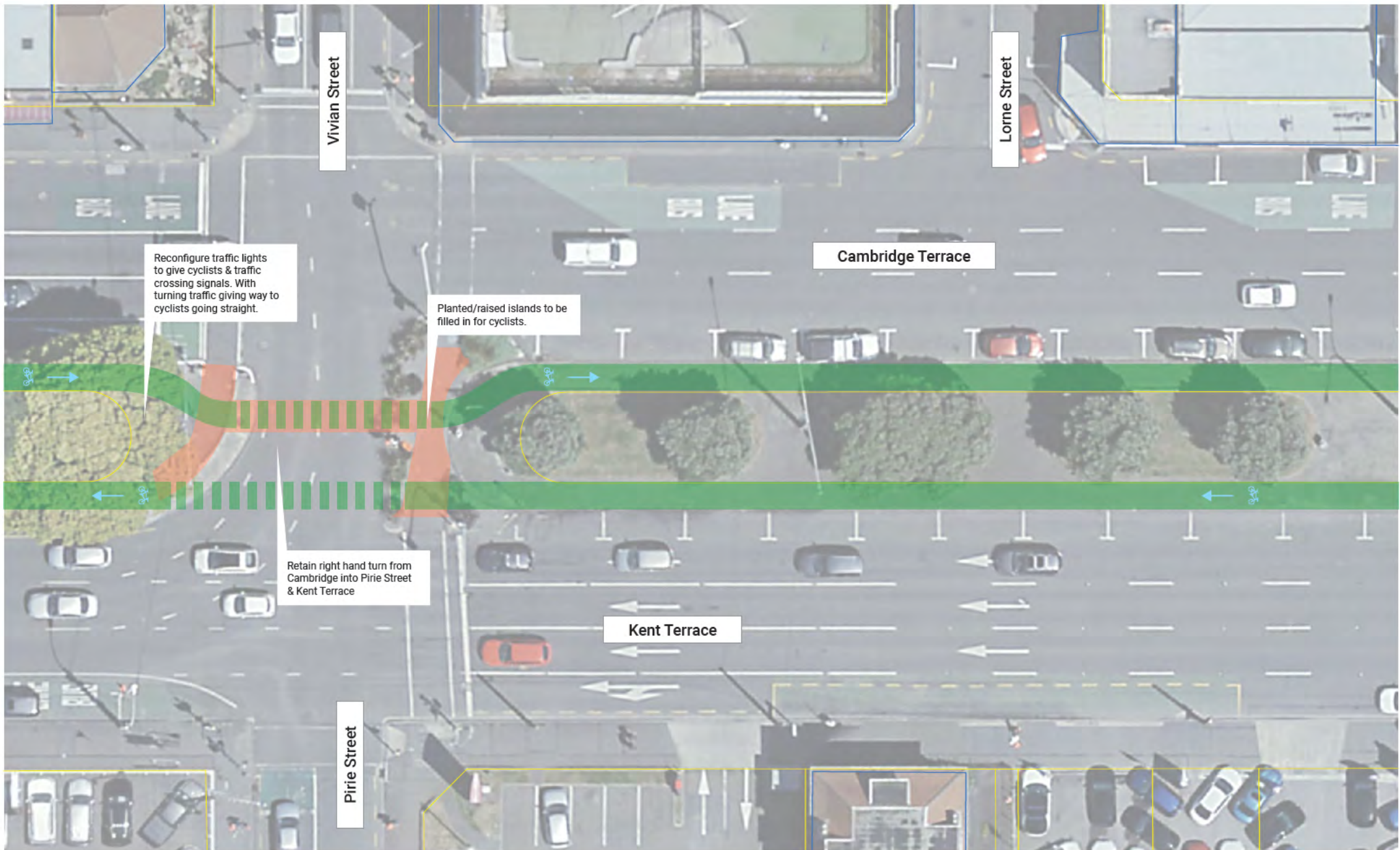
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Vivian Street

Lorne Street

Cambridge Terrace

Kent Terrace

Pirie Street

Reconfigure traffic lights to give cyclists & traffic crossing signals. With turning traffic giving way to cyclists going straight.

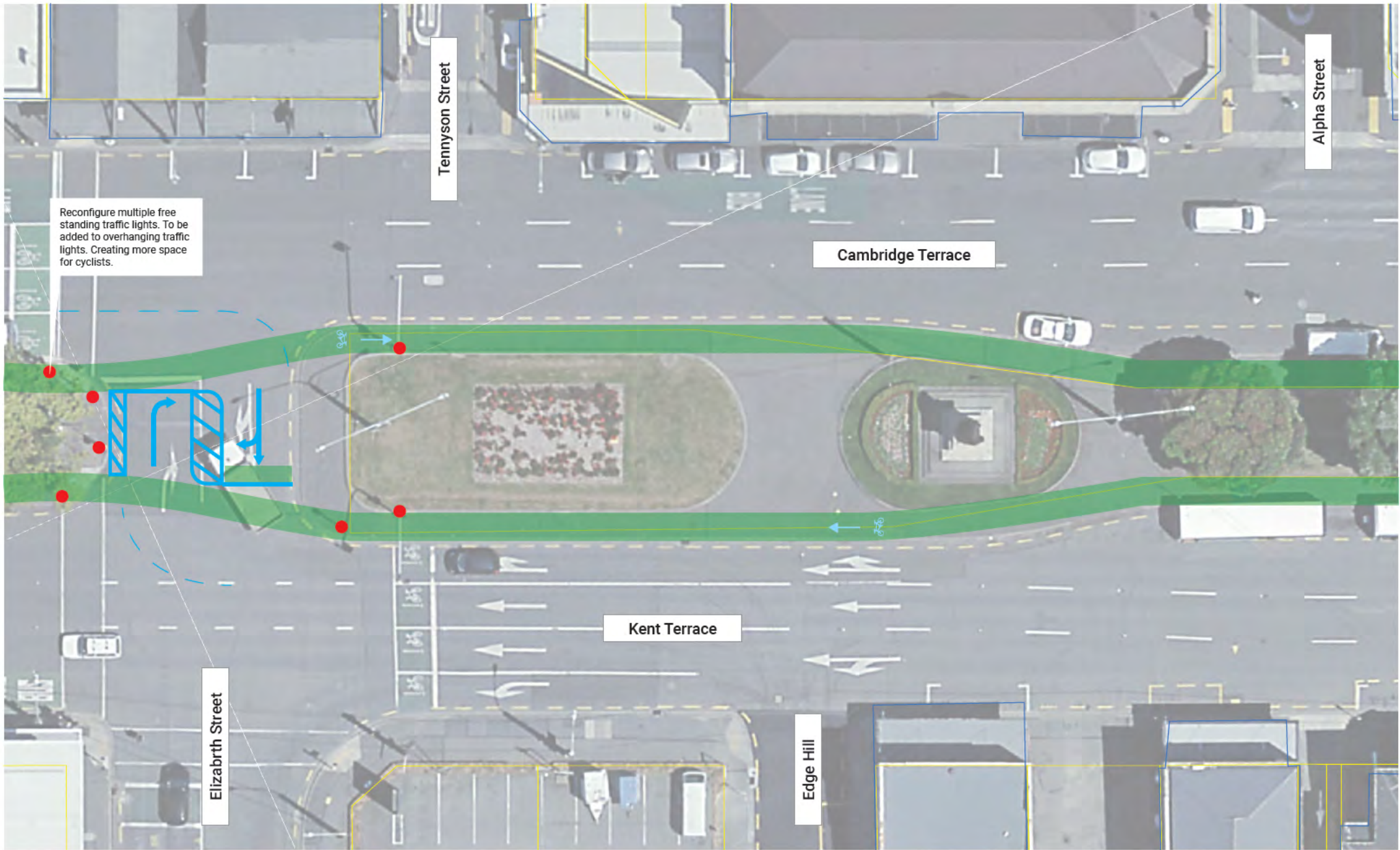
Planted/raised islands to be filled in for cyclists.

Retain right hand turn from Cambridge into Pirie Street & Kent Terrace





● Traffic light



Reconfigure multiple free standing traffic lights. To be added to overhanging traffic lights. Creating more space for cyclists.

Tennyson Street

Cambridge Terrace

Alpha Street

Kent Terrace

Elizabeth Street

Edge Hill

● Traffic light



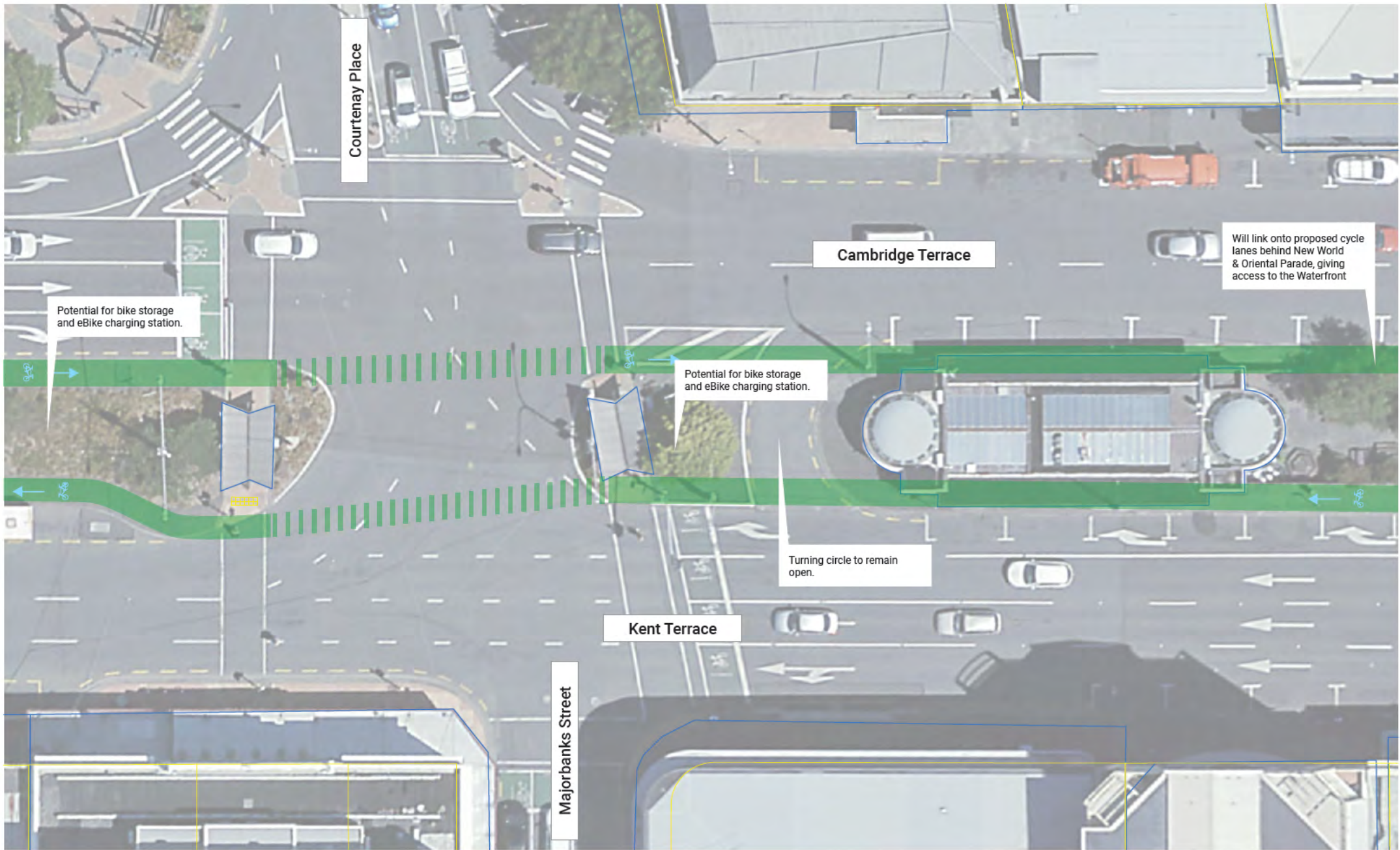


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Kent Terrace





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Majorbanks Street

Potential for bike storage and eBike charging station.

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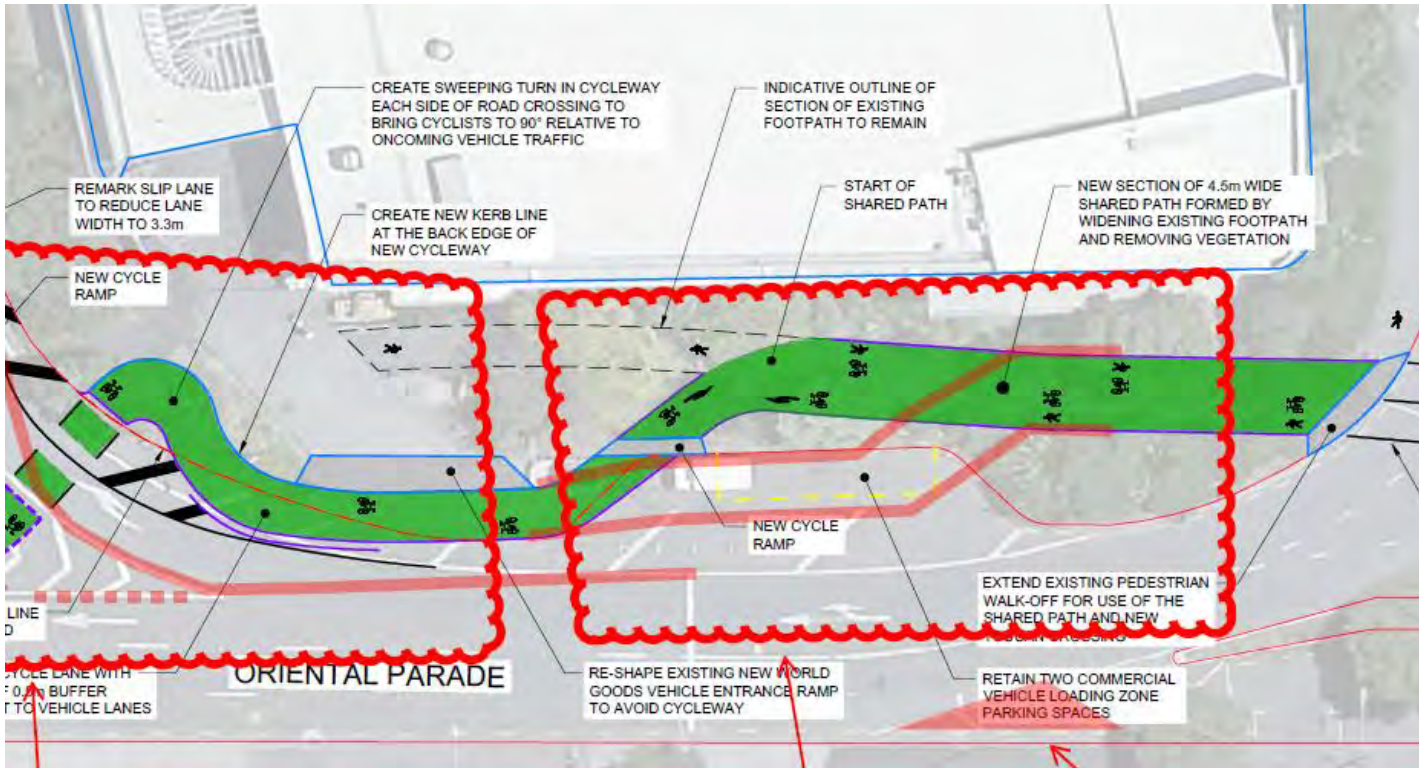
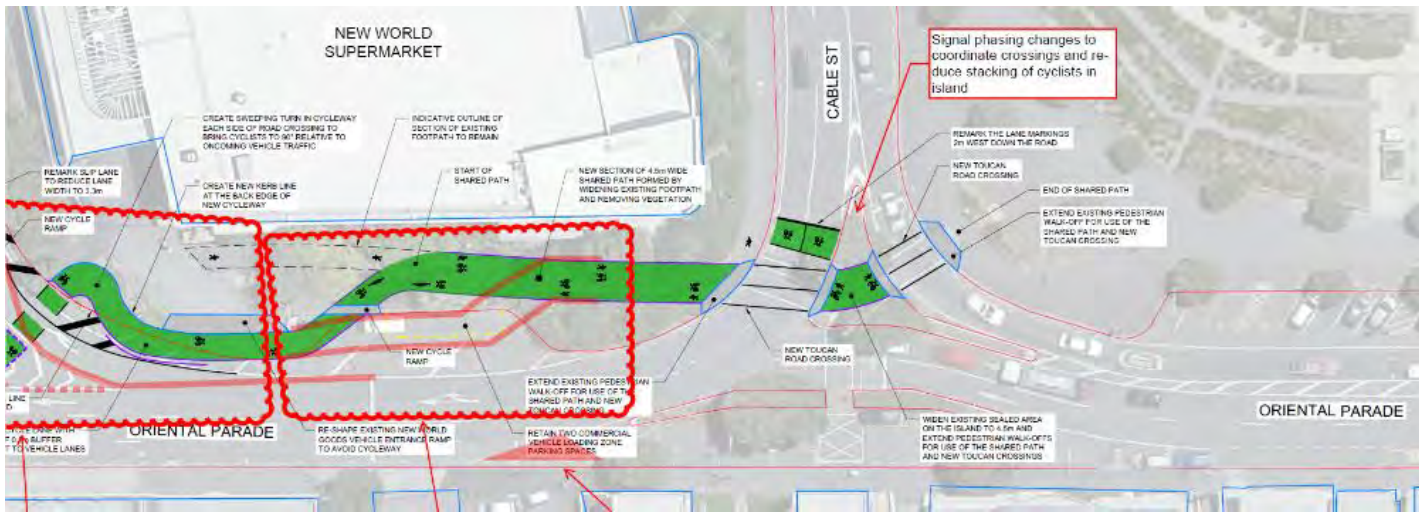
Turning circle to remain open.

Will link onto proposed cycle lanes behind New World & Oriental Parade, giving access to the Waterfront









Notes

**Feedback**



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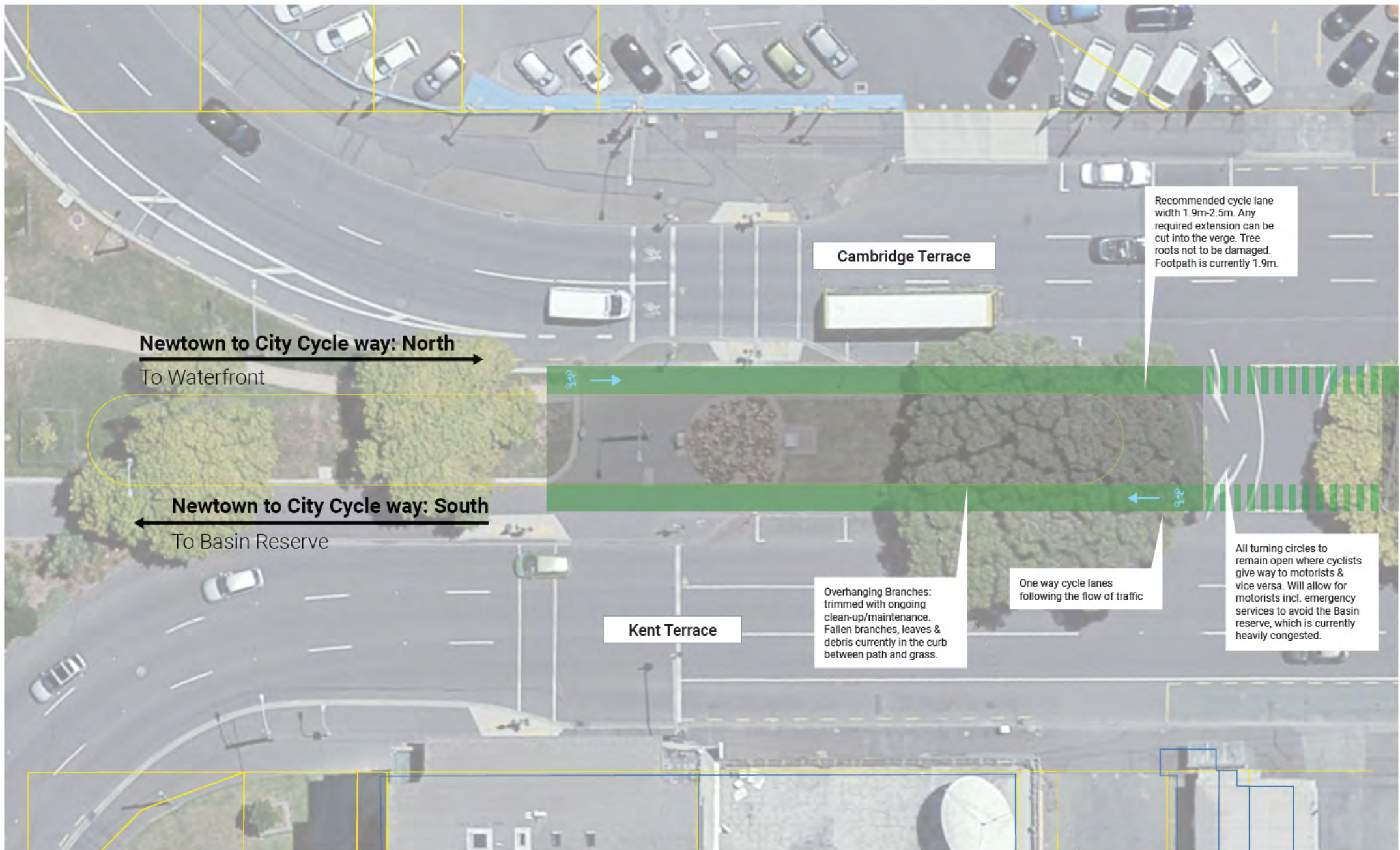
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Submission ends

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**Newtown to City Cycle way: North**  
To Waterfront

**Newtown to City Cycle way: South**  
To Basin Reserve

**Cambridge Terrace**

**Kent Terrace**

Recommended cycle lane width 1.9m-2.5m. Any required extension can be cut into the verge. Tree roots not to be damaged. Footpath is currently 1.9m.

Overhanging Branches: trimmed with ongoing clean-up/maintenance. Fallen branches, leaves & debris currently in the curb between path and grass.

One way cycle lanes following the flow of traffic

All turning circles to remain open where cyclists give way to motorists & vice versa. Will allow for motorists incl. emergency services to avoid the Basin reserve, which is currently heavily congested.





Barker Street

Cambridge Terrace

Kent Terrace

Turning circle to remain open, to service business on Fifshire ave, College & Lorne st without the need to push further traffic up Tory st. Which is currently heavily congested.



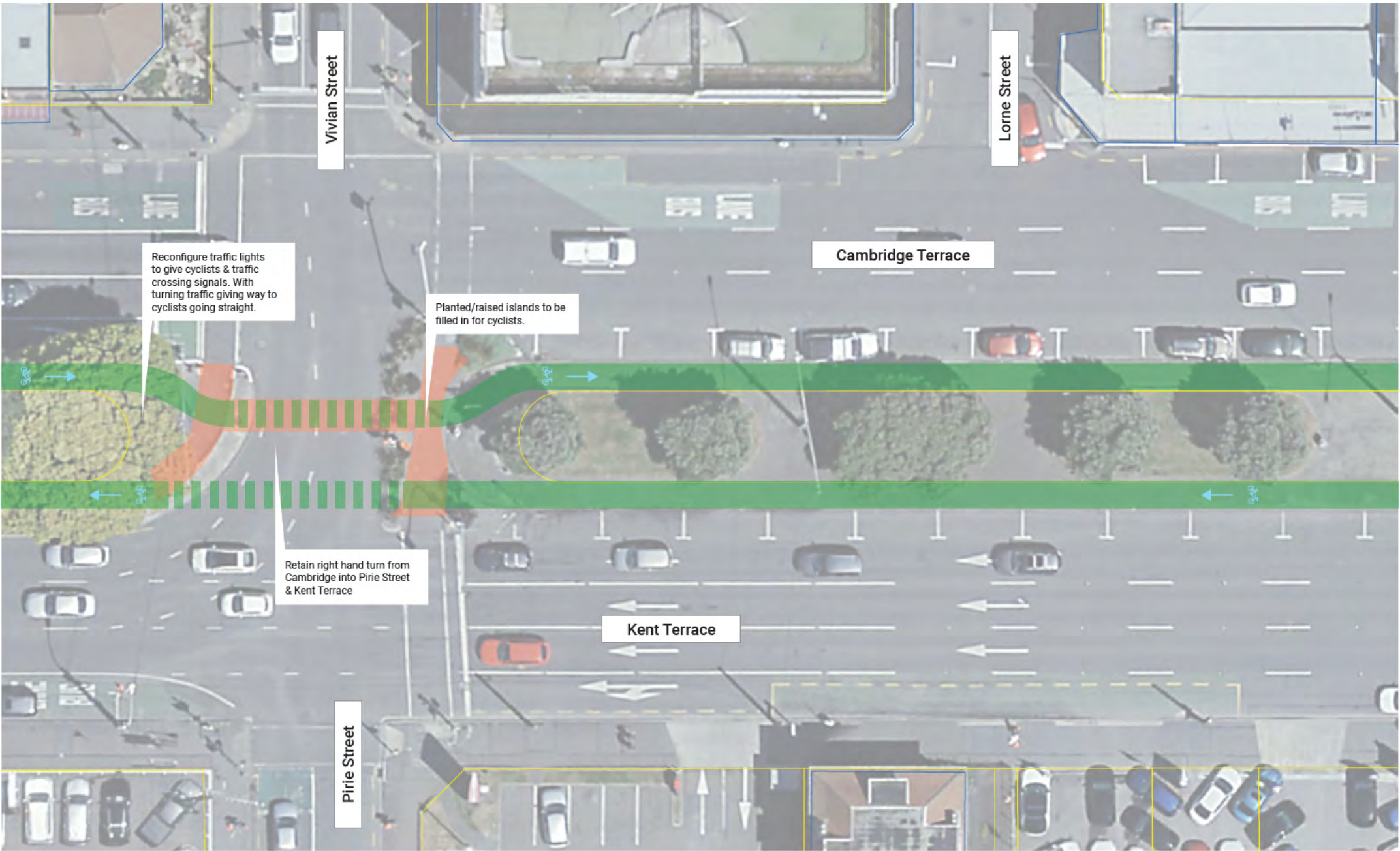
Fifeshire Ave

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Vivian Street

Lorne Street

Cambridge Terrace

Kent Terrace

Pirie Street

Reconfigure traffic lights to give cyclists & traffic crossing signals. With turning traffic giving way to cyclists going straight.

Planted/raised islands to be filled in for cyclists.

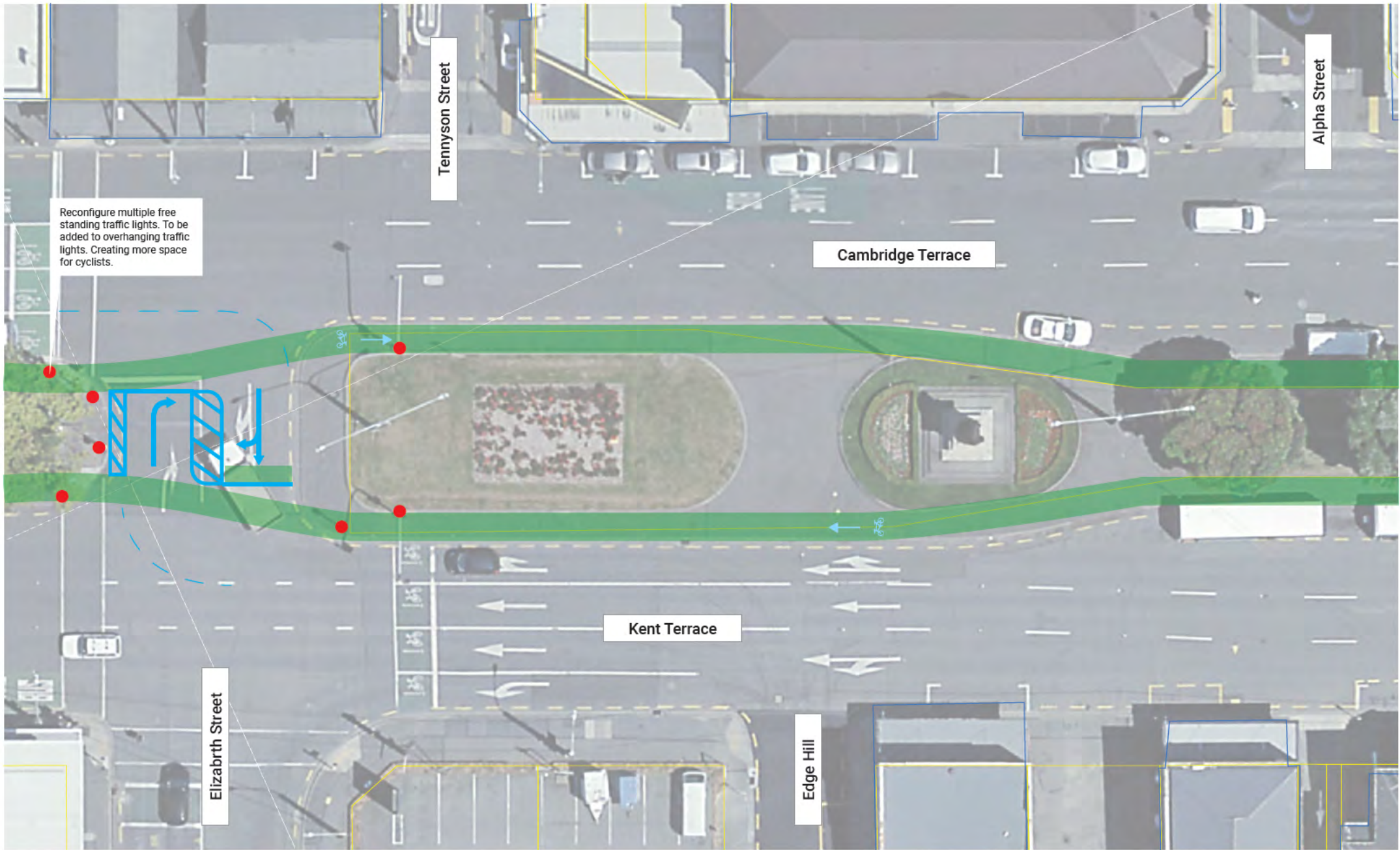
Retain right hand turn from Cambridge into Pirie Street & Kent Terrace





● Traffic light





Reconfigure multiple free standing traffic lights. To be added to overhanging traffic lights. Creating more space for cyclists.

Tennyson Street

Cambridge Terrace

Alpha Street

Kent Terrace

Elizabeth Street

Edge Hill

● Traffic light

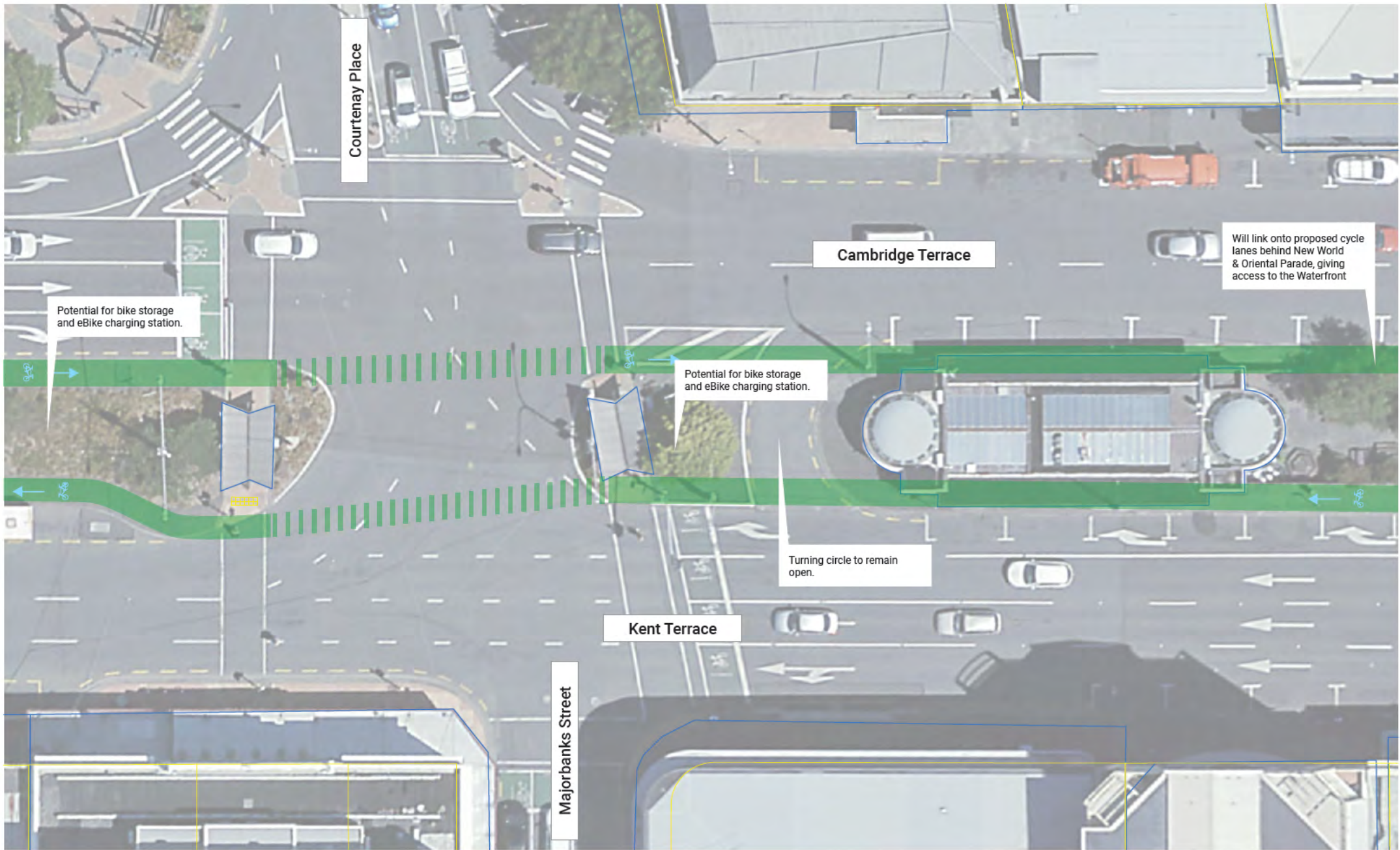


Alpha Street

Cambridge Terrace

Kent Terrace





Courtenay Place

Cambridge Terrace

Will link onto proposed cycle lanes behind New World & Oriental Parade, giving access to the Waterfront

Potential for bike storage and eBike charging station.

Potential for bike storage and eBike charging station.

Turning circle to remain open.

Kent Terrace

Majorbanks Street









**Feedback**



<b>NAME:</b> [Redacted]	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

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**Please provide any comments here:**

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<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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To	info@wcc.govt.nz
Submission	Proposed bus and bike improvement from Newtown to the waterfront via Riddiford Street, Adelaide Road, Cambridge Terrace and Kent Terrace  Please send this submission to the above proposed changes by WCC and traffic resolution.
Traffic resolution	(TR173-22)
Personal / business /Building Name choose one	
Address	
Email address	
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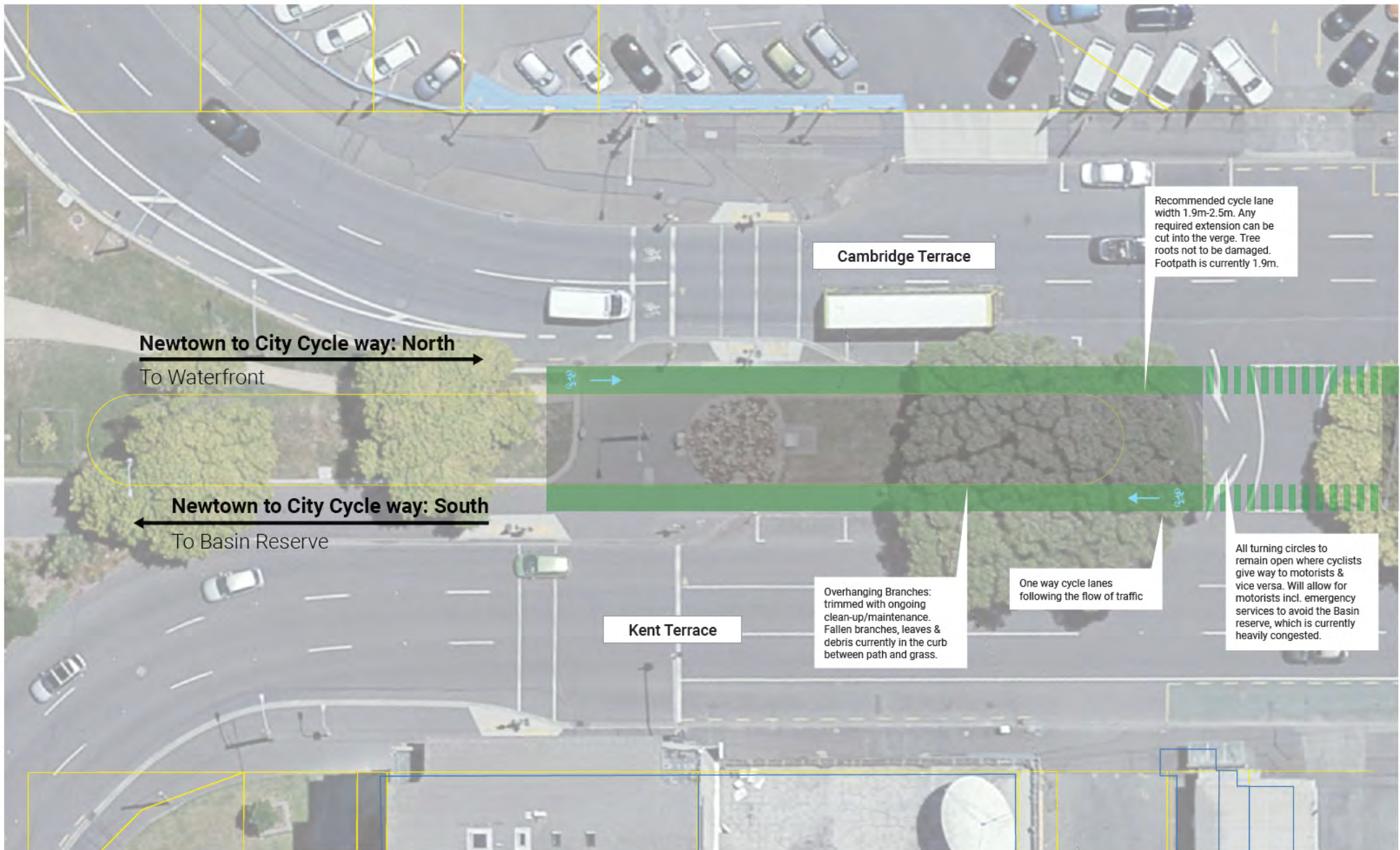
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Submission ends

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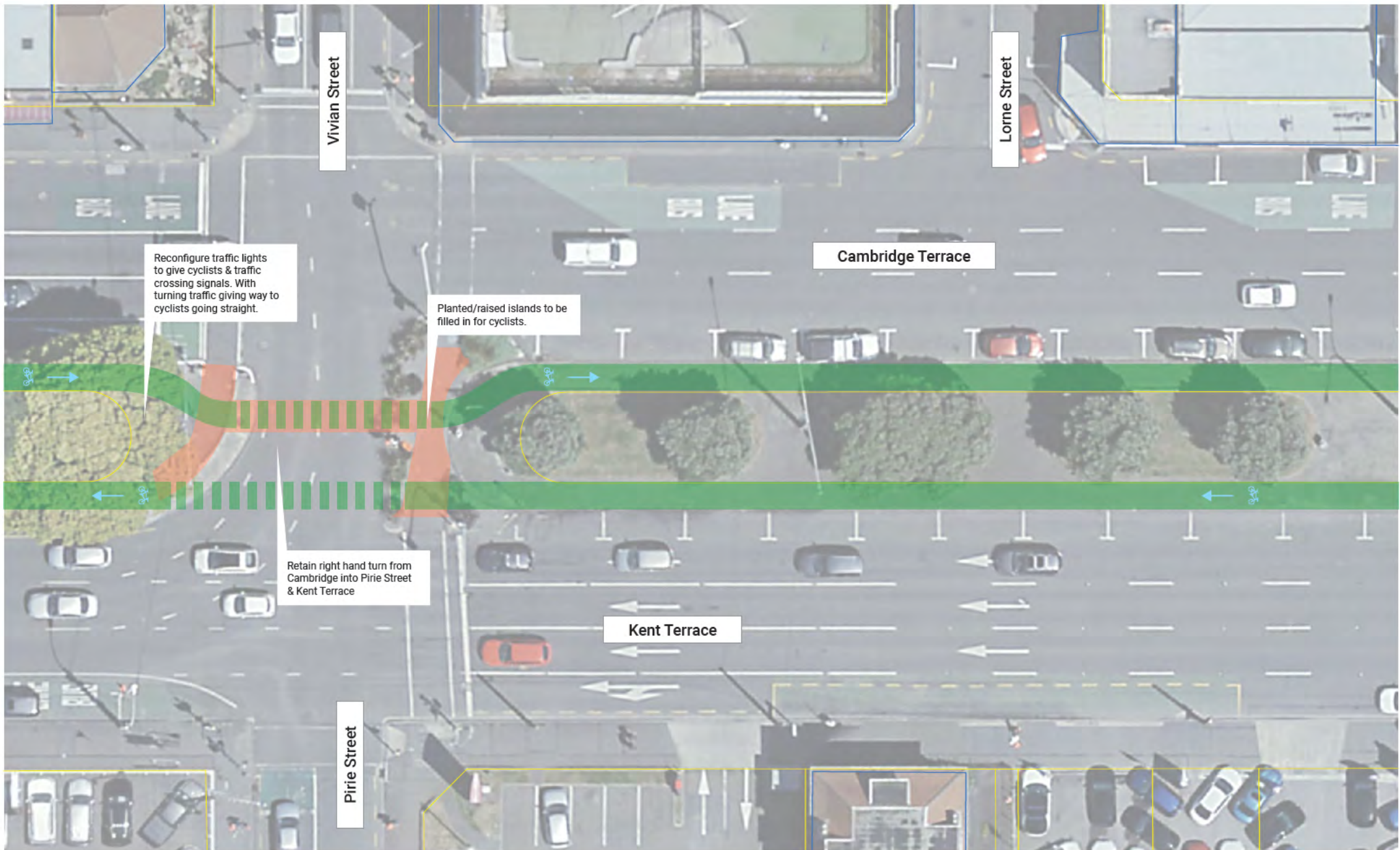
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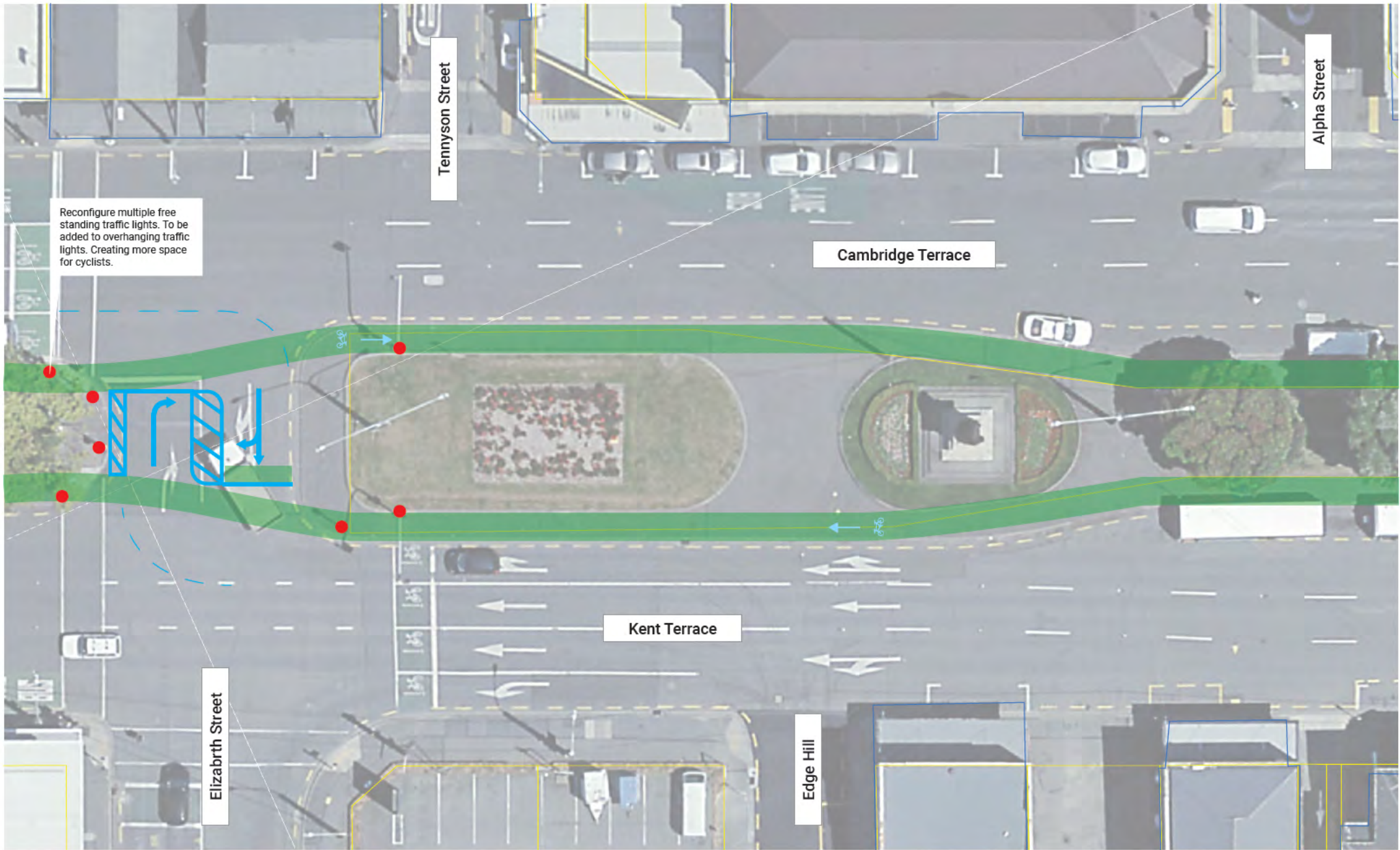
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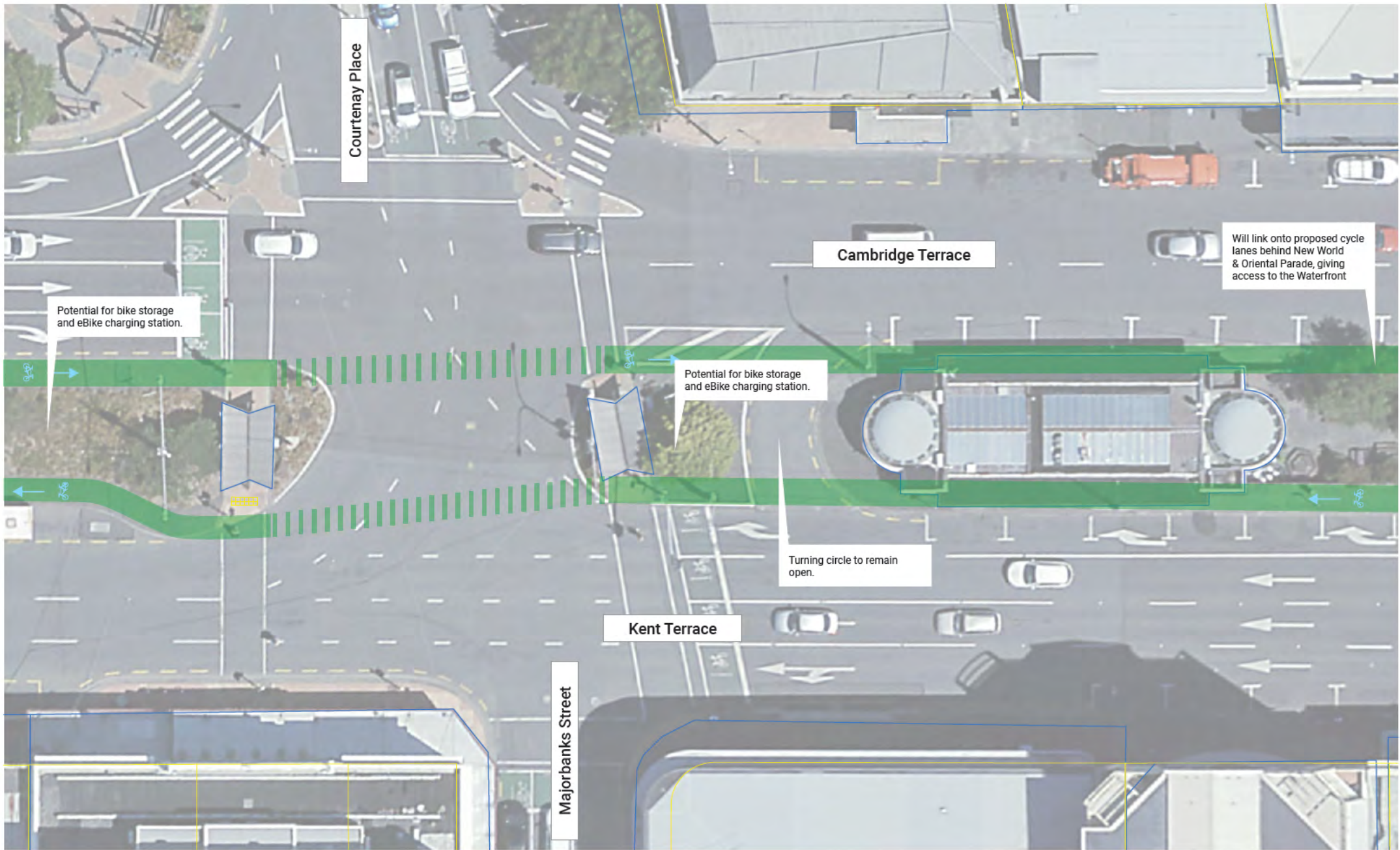


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Cambridge Terrace

Kent Terrace

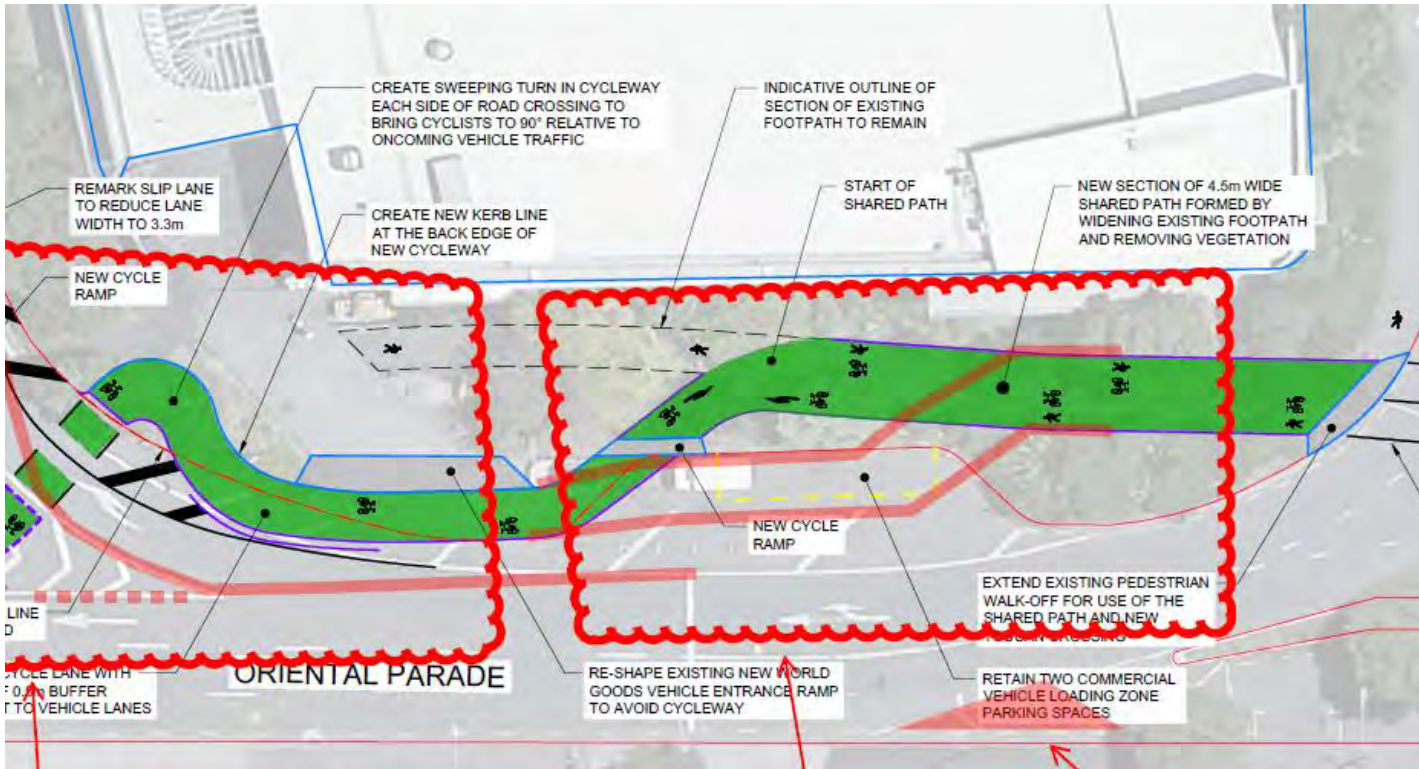
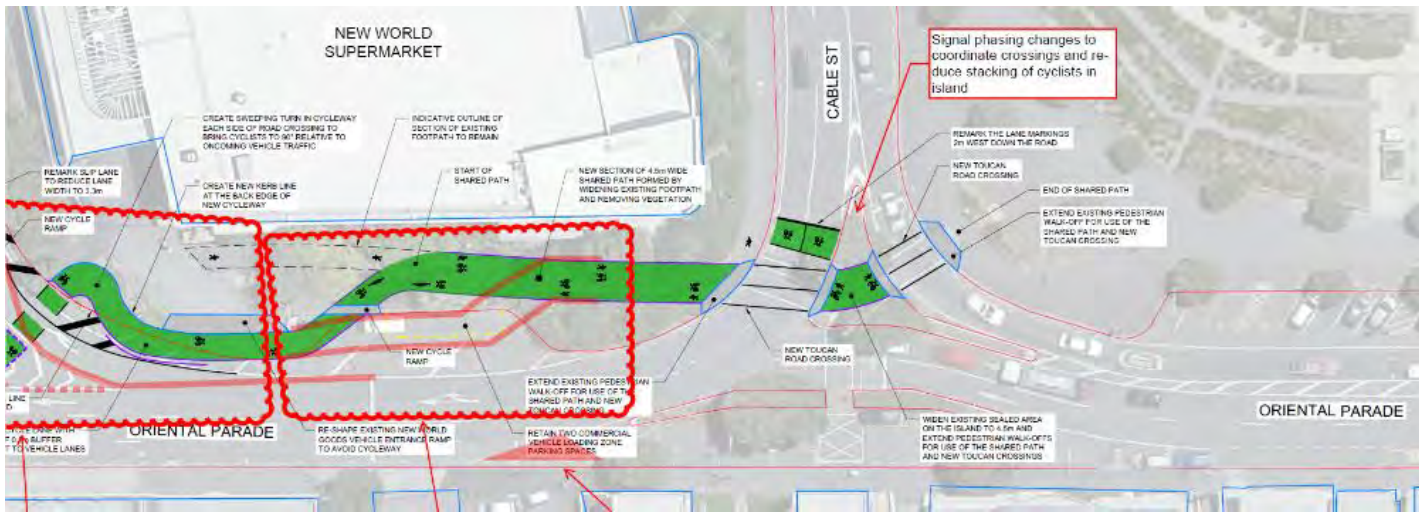












Notes

**Feedback**



<b>NAME:</b> Mike Mellor	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> Living Streets Aotearoa	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**

These include traffic resolution TR173-22

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**Please provide any comments here:**

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

**How important is it to make street improvements so buses are quicker and more reliable?**

--	--



# Living Streets Aotearoa



www.livingstreets.org.nz

## Submission to Wellington City Council on TR173-22 Newtown to Wellington City – Proposed interim cycle and bus lanes and parking changes

Contact person: Mike Mellor  
Email: [REDACTED] [wellington@livingstreets.org.nz](mailto:wellington@livingstreets.org.nz)  
Phone: [REDACTED]  
Date: 31 August 2022

Thank you for the opportunity to submit on this important project. We would like to be heard in support of this submission.

### Our submission

#### 1. Support for concept

We support the provision of bus lanes, accessible bus stops and cycle lanes in the context of the Council's sustainable transport hierarchy – people on foot, then people on bikes, then people in buses – subject always to due process and to central government guidance. We therefore support the concepts behind this Traffic Resolution, but some details are concerning and some are unacceptable.

#### 2. Bus stops

We support improved bus stops, but the stops as implemented and proposed are not satisfactory for pedestrians or bus passengers.

Looking at the current situation outside the hospital, pedestrians appear to be at the bottom of the heap. The stops present particular difficulties for older people and those with reduced mobility, who are likely to be a significant proportion of people using stops on Riddiford Street and Adelaide Road in particular. The design of the stops at the hospital, particularly the distance between the shelter and the stop with a bike lane in between, creates barriers in several respects:

- \* the need for visibility between waiting passengers and the drivers of arriving buses so that passengers can identify their required bus and hail it if necessary, and the drivers can see prospective passengers;

\* the need to cover the distance between the shelter and the stop during the short time available between when a bus is identified and when it stops;

\* all the while being aware that people on bikes will be crossing that gap, with the associated risks.

We have noticed that while many people on bikes slow down and give way, that is no means universal, making this essential walk not just hazardous but unpredictably hazardous.

Waka Kotahi has made some comments re improvements to the temporary stops, such as better colour contrast, but we are not aware that these changes have taken place. It was agreed that the tactile indicators on the edge of the platform for new stops would be moved back from the edge, but we understand that this cannot be done with the existing stops as it would require the platforms to be dismantled, modified and then reassembled. This is somewhat surprising: we understood that the ability to make such modifications in response to feedback was the whole point of tactical urbanism.

Lighting, particularly at the heads of the stops, needs to be improved for safety so that bus drivers can see people waiting.

The gradient is steep and can be dangerous for people when getting off the bus, especially someone using a wheelchair, mobility scooter, or with prams/strollers.

The click-together design has gaps and is not a level platform. This can pose issues for people using crutches, walking sticks or canes, or wearing high-heeled shoes, as there is the potential for these to get stuck. In addition, there is still a significant step between the stop and the bus floor, reducing accessibility and increasing dwell time.

Along Adelaide Rd, where people on bikes will have to ride past bus stops that have 15+ buses per hour passing them, the stops are shown as requiring all passengers to board from and alight into the bike lane. The risk that this presents to passengers, particularly those alighting, is unacceptable, and we fail to see how this could possibly pass a safety review. (See also the due process section below.)

### **3. Bus lanes**

We support the new bus lanes, subject to the following.

According to Auckland Transport [https://at.govt.nz/media/309552/Section5\\_SpecialRoutes\\_and\\_Road\\_Elements.pdf](https://at.govt.nz/media/309552/Section5_SpecialRoutes_and_Road_Elements.pdf), para 5.1.2.3.2, special treatment for buses should be considered where there are 15 or more per hour, but in the proposal the 20+ buses per hour off peak at the northern end of Cambridge Terrace - the highest such bus throughput in the region outside the Golden Mile - will get no particular treatment at all. Putting private vehicle parking ahead of such significant bus movements is in clear conflict with the sustainable transport hierarchy and with the Parking Policy, and a sad example of a missed opportunity just where it is required.

The proposed 7am-9am and 4pm-6pm, Monday-Friday only, operating hours for Cambridge Terrace from Barker Street to Courtenay Place and the eastern side of Kent Terrace from

Elizabeth Street to the Basin Reserve are inadequate, and ignore the fact that bus-delaying congestion can be just as bad at weekends as during the week.

#### 4. Shared paths

Waka Kotahi's Pedestrian Network Guidance <https://www.nzta.govt.nz/walking-cycling-and-public-transport/walking/walking-standards-and-guidelines/pedestrian-network-guidance/design/paths/shared-paths-shared-zones-and-trails/shared-paths/> states:

*Some pedestrians will avoid using shared paths because of anxiety about interactions with cyclists, so their installation should be limited. In all cases, options to provide a fully separated path should be considered first*

and

*retrofitting an existing footpath for shared use may reduce the level of service and safety for pedestrians.*

We are particularly concerned about such retrofitting of footpaths to shared paths at the Adelaide Rd/Rugby St corner, and along Oriental Parade and Cable St.

The former is already a congested footpath, by a busy crossing and close to schools, bus stops and attractions like McDonald's. Adding people on bikes would make this worse, reducing the level of service and safety for pedestrians, and we fail to see how any significant increase in cycle volume could physically be accommodated here. This must be rethought.

The proposed retrofitting of Oriental Parade and Cable Street is discussed in the next section.

#### 5. Due process

It is our view that due process has not been followed in this project with respect to the proposed shared paths on Oriental Parade and Cable Street, as follows:

##### 5.1 Consultation

**The consultation process is flawed in that**

- \* there are inconsistencies between the text and the maps/drawings on the consultation webpages, making it unclear as to what is proposed, and misleading if the text or the graphics are looked at in isolation;**
- \* there is nothing making it clear that the proposed shared paths are repurposed footpaths; and**
- \* there is no mention of any possible negative effects on pedestrians, including those identified by Waka Kotahi.**

*Please note: these comments relate to the website as accessed on 29 August. We understand that there have been some change since, addressing some issues but creating others (for example, when accessed on 30 August there were two different documents on the website both purporting to be the proposed TR, in addition to different versions of the plans). We have not changed this section because much of it continues to apply, and it describes the*

position that existed during the period up to 29 August during which we understand over 1,000 submissions were made.

Looking at the consultation information on the website at the time of writing in the order that it is displayed:

1. Initially both aerial maps on the consultation page at <https://www.transportprojects.org.nz/current/newtown-to-city/> showed the proposed route as not going north of the Oriental Parade/Cable Street intersection. Following our raising this issue the top map has since been amended to include those streets, but the second, entitled *The route - the most important connections*, has not.
2. The plans at [https://www.transportprojects.org.nz/assets/Newtown-to-city/Newtown-to-city-Plans-TR-consultation-simplified\\_small.pdf](https://www.transportprojects.org.nz/assets/Newtown-to-city/Newtown-to-city-Plans-TR-consultation-simplified_small.pdf) and the two sets of plans included in the formal Traffic Resolution consultation document <https://www.transportprojects.org.nz/assets/Newtown-to-city/TR173-22-Newtown-to-City-bike-and-Bus-lanes-Final.pdf> (together described on <https://www.transportprojects.org.nz/current/newtown-to-city/project-details/> as "the full set of plans") do not show any changes proposed along the west side of Oriental Parade north of the Cable Street intersection, nor any for Cable Street. The TR document's plans are also incomplete, with Adelaide Rd covered in just one of the two sets.
3. The text in the 56-page TR document <https://www.transportprojects.org.nz/assets/Newtown-to-city/TR173-22-Newtown-to-City-bike-and-Bus-lanes-Final.pdf> does include shared paths on that part of Oriental Parade and on Cable Street, on pages 3 and 47 (the latter street referred to on the latter page as "able Street").
4. In every other TR that we have seen recently, there is a standard item called "Pedestrian impact" (an unfortunate choice of word), which summarises the effects on pedestrians. This is missing from this TR, despite its having a much greater effect on pedestrians than any other TR that we can recall, both positively (e.g. the new crossing at Vivian St) and negatively (e.g. the bus stops on Adelaide Rd and the shared paths).

In addition, the plans included in the TR appear to be deficient. While not explained, there are two sets of plans included, the second having the words "Parking signage plan" added. Examining the small print on the first set, it appears that they are Lane marking plans. Comparison of the two sets shows that the whole of Adelaide Rd is missing from the Lane marking set, so how are submitters supposed to be able to comment on – or Council resolve – plans that are not there?

## 5.2 The working party

This process was flawed in that at no stage were the Oriental Parade and Cable Street proposed shared paths described to or considered by the relevant working party, despite:

- \* apparently now being considered an integral part of the project, despite the lack of drawings noted above;
- \* being described early in the project as "out of scope" and "not an issue", with cyclists apparently being encouraged to ride (illegally) on the footpaths;



\* repeated comments and requests for information, both in writing and orally, from October 2021 right up to the last meeting before consultation opened.

Apart from being poor working practice, this is in direct conflict with the Waka Kotahi guidance noted above: at no stage were options to provide a fully separated path mentioned, let alone considered first. Consequently there was no discussion about the levels of service or safety of the existing users of these footpaths, so no recognition of any possible reduction in this aspects - clearly a likely outcome with the level of bike use anticipated.

## **6. Our submission**

We support the proposals, with the following modifications:

- redesign of the bus stops, to facilitate safe boarding and alighting; minimise any conflict between people on foot and on bikes; and conform with the sustainable transport hierarchy;
- replacement of the shared paths at the intersection of Adelaide Road and Rugby St, and on Oriental Parade and Cable Street, with facilities that follow Waka Kotahi guidance and are consulted on properly;
- make the operating times of all bus lanes 24/7, or at least 7am-7pm daily.

We also submit that relevant processes and procedures be reviewed for this and subsequent projects, so that:

- the proposals and their consequences are made clear, with just one version of the truth;
- relevant guidance from Waka Kotahi is always taken into account;
- relevant working parties consider the whole route, without exclusions;
- the sustainable transport hierarchy is explicitly acknowledged and incorporated.

### ***About Living Streets Aotearoa***

*Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking-friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".*

*The objectives of Living Streets Aotearoa are:*

- *to promote walking as a healthy, environmentally friendly and universal means of transport and recreation*
- *to promote the social and economic benefits of pedestrian-friendly communities*
- *to work for improved access and conditions for walkers, pedestrians and runners, including walking surfaces, traffic flows, speed and safety*
- *to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.*

*For more information, please see [www.livingstreets.org.nz](http://www.livingstreets.org.nz).*

**Feedback**



<b>NAME:</b> Rhona Carson	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> Newtown Residents Association	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

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**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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**31 August 2022**

**Submission on the Newtown to the City Bus and Bike Improvements.**

**We would like to speak to our submission.**

## **Introduction**

The Newtown Residents' Association has been an Incorporated Society since July 1963. We are residents and business owners from Newtown and the surrounding area, who take a keen interest in the community and local issues.

## **Submission**

**We stand by the comments in our submission to WCC on 7 December 2021, which is included as an appendix to this submission.**

We reiterate our longstanding request to reduce the speed limit through Newtown to 30kph. Slower speeds would increase safety, particularly at intersections and outside Wellington Hospital in Riddiford St, where vehicles entering and exiting cross over the cycle and bus lanes.

Here are some other points we would like to add:

We acknowledge the changes that will be made to the John St to Mein St section of the cycleway to provide a more familiar way for cars to cross the cycle lane when travelling south then turning left into Mein St. We look forward to testing them out from a cyclist and a driver perspective.

We also appreciate the new loading zone and the changes to side street parking limits in Hall and Mein Streets that are designed to mitigate the loss of carparking on Riddiford St.

We appreciate the recent sessions the cycleway team provided to explain and discuss the cycleway, both to the public and to our Association. We note that there is no mention of the Police in the list of groups and organisations that have been consulted, and wonder if this is just an oversight? As the safety of any changes to traffic management is of paramount importance we would expect that there would be regular consultation with the Police, including feedback about any accidents and other incidents that might be reported.

We look forward to an extensive process of discussion and engagement with various groups in the Newtown community about the design of the next sections south of Mein Street.

Rhona Carson

President  
Newtown Residents' Association



December 7<sup>th</sup> 2021

## Submission on Paneke Pōneke: Wellington City Council Bike Network Plan proposal

### Introduction

The Newtown Residents' Association has been an Incorporated Society since July 1963. We are residents and business owners from Newtown and the surrounding area, who take a keen interest in the community and local issues. We are concerned with maintaining and improving our area's liveability, connectedness and sustainability and working to make our community a thriving, diverse, great place to live. The Association has a long history of contributing design ideas and pro-actively lobbying for cycling initiatives that connect our community, the central city and the south coast. We strongly supported the 2015 Cycling Network Draft Framework and it is a source of some frustration that only now does it seem to be about to happen. A safe cycling corridor has the ability to transform our part of the city.

### Overview

The background document makes a strong case for measures to improve cycling safety and enable increased numbers of people to use this mode of transport for getting to work, school and recreation. We note that WCC has now adopted the 2015 proposals which we have already given support to and that Paneke Pōneke owes a lot to this earlier work.

Probably the most frustrating factor in the move to better facilities for safer cycling has been the length of time it has taken to make substantial changes. We do note the Evans Bay and Crawford Road initiatives however. For this reason we support the proposals to fast track routes from the Botanic Gardens and Newtown to the city. It will be a huge move forward if new developments encourage less confident cyclists onto the road, and enable children to cycle safely to school.

### Specific proposals

Putting in place a cycle lane from Mein St to the city will be a benefit to commuters and others wishing to go to the city or points along the way, or alternatively, from the city to Newtown. It is great to see that this work is being prioritised with a focus on interim improvements to ensure we get the design right for the future. This helps to provide certainty for the community and gives something to respond to rather than having to imagine how people and transport modes will interact within the transport corridor. Ensuring that the design caters for cyclists of all ages and abilities and considers how other modes like motorised scooters and skateboards are likely to use this space will be key to achieving success. This is a critical corridor linking the hospital to the city, to schools and providing for commuters and use will significantly increase over time. The proposed route also complements the areas identified for higher density residential housing. This should assist in ensuring the success of such developments.



Any development that improves the situation for one group of road users inevitably means that other users will feel disadvantaged. One significant concern we would like to note is the loss of parking in the area of the hospital and SCL medical laboratory which is likely to cause problems for some users, particularly perhaps, those with mobility issues. Some way of addressing this would be welcomed. In our 2015 submission we advocated reducing the vehicle corridor in favour of preserving car parking if space for adding the cycleway is scarce. The loss of parking on the main streets is also likely to be an issue for businesses located there.

The principal routes identified in the consultation document which affect Newtown are Newtown to the city, Newtown to Berhampore and Newtown to Kilbirnie.

1. Newtown to the city will be addressed in part by the fast track project. Issues of parking in Riddiford St will later be a significant issue for the section between Mein St and Wilson St.
2. The Newtown to Kilbirnie route proposes to use Wilson St as the conduit. This is likely to be relatively fine for the top two thirds of Wilson St but the bottom third is one way going east. Wilson St is constrained at the bottom by a narrowing which includes 4 mature trees. It might be possible to use Wilson St for uphill traffic but downhill would not work for the last section. It should also be noted that emerging into Riddiford St from Wilson St would be problematic for cyclists. Using Constable St for downhill traffic might be possible.
3. The route between Newtown and Berhampore goes via Rintoul St. This means that a cyclist coming from the southern end of Newtown, who wanted to use it would have to back track. It might be desirable to have a secondary route which might link up with Rintoul St via Russel Tce etc.

These comments above are indicative only and we would be keen for members of our association, particularly those who cycle regularly, to work through some of the specific issues with WCC staff as the plan becomes more detailed.

An important adjunct to these safer cycling initiatives would be to reduce the speed limit through Newtown to 30 kph. The wider membership of the Association has advocated for this change in the past.

## **Conclusion**

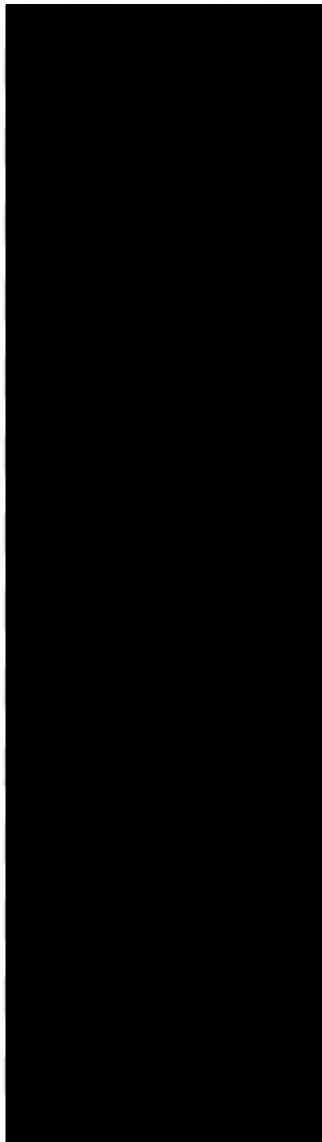
We strongly support initiatives to make cycling more attractive as a safe mode of transport. We support the idea of a fast track trial route from Mein St to the city. We would like to continue to work with WCC staff on the details of the proposals.

Rhona Carson

President

Newtown Residents' Association

The people below all made the same submission which can be found on the following pages



Pita Pit Newtown

Kids R Us

VTNZ

Shosha

Dudley Investments Ltd.

An individual

Skin Body Care

Capital City Cars

An individual

Forza Trust Property

To	info@wcc.govt.nz
Submission	Proposed bus and bike improvement from Newtown to the waterfront via Riddiford Street, Adelaide Road, Cambridge Terrace and Kent Terrace  Please send this submission to the above proposed changes by WCC and traffic resolution.
Traffic resolution	(TR173-22)
Personal / business /Building Name choose one	
Address	
Email address	
Privacy	<b>I do not want my personal details nor contact details in the public arena.</b>
Oral submission	<b>Reserve the right to make an oral submission</b>

**STRONGLY OPPOSE** CHANGED ASPECTS AND FUTURE ASPECTS of this TR and cycleway, bus improvements. Submission period needs to be lengthened to 21 weeks, currently WCC have too many requests for submissions that substantially impact Wellingtonians and those interacting with Wellington. To present submissions to WCC and do justice in such a short space of time for citizens is too steep to ask of the ratepayers time. The length of this cycleway has very diverse needs in each of its sections, a broad brushstroke approach for all streets and intersections applied from other suburbs will make the functional streets and intersections of this route dysfunctional, simply put more time needed by individuals, businesses and property owners to submit is required.

Not enough consultation has been done with individuals, businesses and property owners for such a substantial hindrance to Wellingtonians. Cycle lanes have been badly designed and the plan submitted ( see attachment )to use the centre Island in Kent and Cambridge terrace should be considered as the damage the councils plan will make economically to this and all the areas is huge ,the roads are for **sharing**. Want all parks and loading zones reinstated as they were prior to the cycleway installation and a decent design plan that is a win-win for all be discussed and designed.

The numbers of cyclists (currently and likely in future) using this proposed cycleway does not support the undoubted upheaval and negative consequences created by the proposal. WCC is using numbers that have not been properly validated with empirical evidence and cherry picking anecdotes from cycleways overseas as well as creating scare tactics around an apparent current lack of safety for cyclists. The cycleway creation is a general installation that does not take into account at least 7 sections of the road that have very different uses along the route for the residents, business and people coming into these areas; they have been excluded/will be excluded from using the areas at the advantage of cyclists; again a detrimental impact to groups excluded by WCC.. There is no supporting data to prove the

massive predicted increase by the council of 76% might cycle. The survey questions don't ask the right questions. They are biased and created to suit the agenda. Please consider the detailed analysis by Tailrisk Economics August 2022 Report on the WCC Cycleway. WCC has no economic impact on effects of creating cycle lanes and dedicated bus lanes along route. WCC have no feasibility study on the impacts of Wellington citizens, its environment and emissions output has been correlated only biased funneling of information on very small data sets has occurred of approximately 600 for Botanic gardens for example given the population of Wellington and the seasonal population of Wellington this minute statistic can not be held as the pivotal figure of change for the Botanic Gardens area nor similar deductions for other parts of Wellington, the correlation is very poor.

Where are the success and failure criteria for this project?

The council Business Case and MCA (Multi Critical Analysis) of the route with the myopic selection of stakeholders and assessment criteria is scandalous, with little or no consideration of resident property assets, business interests, or wider traffic implications. Publishing this type of analysis to back an orchestrated outcome is despicable and has no place in a professional public service.

Transitional trialling with future feedback potentially allowing for change" of the Cycleway reducing Riddiford Street to one lane has already been done. We argue that there is enough data and information to remove the trial. The cross over near the Mein Street and Riddiford Street is mayhem to traverse and dangerous, this is poorly designed. Mainly to get cyclists from the hospital, a better design would have been to make the hospital workers that cycle use a lane within the hospital property and exit on Mein street and flow with traffic and open the vehicular lane to Mein street again to stop the constriction deliberately created to make traffic, emergency services and freight come to their knees and drive further increasing emissions. The options of bi-passing traffic flows has not been considered, if they were there would be bigger benefits to the areas of this route.

All parking and loading zones along Riddiford streets need to be reinstated including the area of Riddiford North shops. The public are not left with any practicable access to Wellington Hospital from the street nor level street access from parking and exiting a vehicle to entering the auxiliary medical services such as SCL, Imaging; all car parks need to be reinstated in this area all along Riddiford Street, Adelaide through to Courtney Place. Not enough car parks to get to After Hours Medical Center, over 300 patients daily at peak per day use the After Hours Medical Center services how are 5 car parks going to service that load of patients? Even the WCC officers that want to take their families to after hours are suggesting they will drive, where will these WCC officers park let alone people in need of medical care that may well be in worse positions than that of WCC officers. Not enough options have been considered for the areas such as the shops at the John Street intersection this small area would be better served with a slow zone with NO removal of car parks or loading zone. Elderly and mobility compromised have been excluded in the design to the advantage of cyclists wanting a thoroughfare via these affected suburbs, for example. Patients having to park on the steep hill of Hall Street to attempt to embark and disembark elderly from vehicles for a blood test at SCL, it is a struggle not only for the patient but also the caregiver in a city that is 6-9 months of the year in wintery and/or windy conditions. The pedestrian should have priority over the cyclist for a level park and entry to medical care.



Heritage buildings & areas need to be protected & their economic value retained by the buildings housing functioning profit making businesses they are at risk in this proposal from WCC for it's future planning.

Roads have been constricted in Newtown to one lane causing traffic to back up down Adelaide Road, up John Street, down Wallace Street. Congestion will only be added to if changes occur along Kent and Cambridge Terraces. These arterial routes due to poor design of this TR will congest all traffic from East, South and West which is already evident through the Mt Victoria Tunnel in either direction.

Along Adelaide Road the parks should be reinstated as very few buses and cyclists use the roads in either direction during the day. The 7am – 9am and 4pm to 6pm should be retained as it is more than adequate for the cyclist and buses.

Cambridge/Kent Terraces to Vivian St : The proposed closure of the two turnaround areas between Kent & Cambridge Terraces (opposite Barker St & Fifeshire Ave) is ill considered and impractical. These closures will force traffic flows into already heavily congested areas. This will also add to congestion heading north via the Arras tunnel to Taranaki St in the city and State Highway One heading north. These closures and consequential delays (inconvenience) will also unduly affect the ability of local businesses to service their existing customer's needs and attract new custom. This forced extra congestion around these very busy roads does not support the LGWM initiative touted by WCC. This could be resolved simply by adding Stop signs & road markings to the two turn around areas where cyclists cross them. This is normal current practice at intersections across NZ and will allow for the smooth flow of bicycles and allow vehicles to share the road and keep traffic flowing and local businesses accessible & operational. Vehicles heading north on Cambridge terrace (towards Courtenay Place) will not be able to conveniently turn into Kent Terrace before Vivian St, so will be delayed by the long streams of heavy traffic coming down Vivian Street into Kent Terrace (governed by traffic lights). These delays will also affect the flow of cyclists heading to Courtenay Place and their workplaces/destinations in the city. Many of the local businesses are successful new vehicle vendors introducing the latest overseas models with EV technology to a market desperate to contribute to lower emissions and meeting carbon targets. If lower emissions targets are the major catalyst for this proposed cycleway, note use of EV and other non-fossil fuel technologies will be a more significant contributor to emission reductions than introducing dedicated cycle lanes.

Submission ends

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**Feedback**



<b>NAME:</b> Jessica Smith	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> Resene	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?  
These include traffic resolution TR173-22**

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**Please provide any comments here:**

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
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<b>Driving vehicles/or riding motorbikes?</b>	
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<b>Working/owning a business in the area?</b>	
<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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Kia ora

I am submitting my opposition to the proposed bus and bike improvement from Newtown to the waterfront via Riddiford Street, Adelaide Road, Cambridge Terrace and Kent Terrace.

The removal of carparks greatly negatively impacts the local community, those with disabilities, and small businesses. The way the cycleway was pushed through was inequitable and did not take into consideration the financial and societal impacts it would have on small businesses, as well as the issues carpark removal causes for many people who live and work near the area, specifically those with disabilities, and those who need to go to the hospital.

The car parks need to be retained, and another alternative must to be considered.

Ngā mihi,

Jessica Smith

**Feedback**



<b>NAME:</b> Paul Logan	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> Resene	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

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**Please provide any comments here:**

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<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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## Background

Resene comprises hundreds of proud Wellingtonians, are supporters of Cycleways (that are fair to all road users and also support local businesses/ratepayers), are supporters of road safety and getting Wellington Moving.

We have 5 Colorshops in Wellington, one on Thorndon Quay and the other on Cambridge Terrace – both of which will be directly negatively financially affected by cycle lanes proposed by WCC.

We are emailing to you rather than using the surveymonkey in your website as we believe the survey questions simply don't ask the right questions to seek the desired possible improvements information and are not "fit for the purpose" of receiving meaningful detailed feedback on improvements.

The survey title is **"Have your say on bike and bus improvements between Newtown and the city."**

It says **"We want your feedback to see if there are other improvements that can be made before we make these changes."**

The survey then comprises 16 questions all with tick- box fixed response options. None are actually asking for detailed feedback on improvements/designs/materials/consultation etc mentioned in the preamble.

They are generic, seemingly biased and created to suit a pre-determined agenda of fast tracking many ill-considered cycle way options on emotive grounds without empirical evidence or support.

Of course Wellingtonians want more reliable & quicker bus services and to reduce carbon emissions and accordingly tick those boxes - but the cycleways in this proposed format (at huge cost) do not provide any guarantee of either.

The survey form does provide a blank area for "Your Comments", but it's not... "Use this space to provide your ideas/suggestions for improvements" to be genuinely considered by WCC.

It also says "Your comments will appear on the website with your name and suburb..."

But many submitters, including businesses wish to remain low profile in their submission as some have already received much vitriol from the pro-cycle fraternity who are unwilling to understand they've simply exercised their democratic right to have a say on WCC's transitional proposal. This vitriol has also been tacitly approved by City Councillors who seemingly have neither considered nor cared about the legality of the WCC's transitional process followed, to push through these proposed changes without proper consultation.

The judicial review judgement and subsequent WCC out of court settlement (without public apology) validated the legal challenge to the transitional cycleway consultation and implementation process. WCC used ratepayers funds to settle just a very small portion of the costs incurred in making this legal challenge.

Resene opposes the proposed cycleway in its current form.

Please fully review the detailed analysis by Tailrisk Economics August 2022 Report (attached) on the WCC Cycleway which dispels much of the WCC Cycleway rhetoric around

overseas success stories, expected growth numbers of cyclists, cyclist safety, and its contribution to carbon reduction goals.

We're flabbergasted to read for example, that WCC claims are "grossly misleading" in that the huge cost vs benefits of the cycleway in this format, does so little for emissions targets compared to simply planting trees and conversion to EVs, plus the distinct lack of robust evidence in cyclist growth numbers.

Both of which are the mainstay of WCC justification for the dedicated cycleways proposed.

Also there are other better, more practical options that WCC have available to them that have not yet been properly explored or have been simply dismissed. One of these is as outlined in the (attached) report from Spencer Holmes submitted by Myles Gazley for Cambridge/ Kent Terrace proposing using the traffic islands footpaths. This would have far fewer detrimental impacts to all affected road users and local businesses, plus improve cyclist safety and be delivered at far lower cost.

Both the above independent reports & proposals need to be fully investigated by WCC - with a formal response on their findings provided to Wellingtonians before any more of the WCC proposed cycleways are implemented .

With reference to the turnarounds areas between Cambridge/ Kent Terrace to Vivian Street we cannot understand why WCC proposes to push more traffic around the Basin Reserve encompassing State Highway One to the airport, the hospital and all arterial routes to Eastern & Southern suburbs as well as SH1 north.

The proposed closure of the two turnaround areas between Kent & Cambridge Terraces (opposite Barker St & Fifeshire Ave) is ill considered and impractical.

These closures will force traffic flows into what are Wellington's already most heavily congested areas and increase delays in accessing the airport and hospital (among other key destinations).

This will also add to congestion heading north via the Arras tunnel to Taranaki St into the city and State Highway One heading north.

These closures and consequential delays (inconvenience) will also unduly affect the ability of local businesses to service their existing customer's needs and attract new custom. Many of the local businesses are successful new vehicle vendors introducing the latest overseas models with EV technology to a market desperate to contribute to lower emissions and meeting carbon targets.

If lower emissions targets are the major catalyst for this proposed cycleway, use of EV and other non-fossil fuel technologies will be a more significant contributor to emission reductions than introducing dedicated cycle lanes.

This forced extra congestion around these very busy roads defies logic and seems an absolute contradiction to the LGWM initiative touted by WCC.

This could be resolved simply by adding Stop signs & road markings to the two turn around areas where cyclists cross them. This is normal current practice at intersections across NZ and will allow for the smooth flow of bicycles and allow vehicles to share the road and keep traffic flowing and local businesses accessible & operational. Vehicles heading north on Cambridge terrace (towards Courtenay Place) will not be able to conveniently turn into Kent Terrace before Vivian St, so will be delayed by the long streams of heavy traffic coming down Vivian Street into Kent Terrace (governed by traffic lights).

The following considerations need to be addressed by WCC and publicly responded to:

Are we rushing this...have really done our homework or are we ticking boxes to get it done asap?

Do we have the empirical/overseas evidence to justify the magnitude of cost of the project vs the benefits. Eg Will it deliver the desired objectives for carbon emission, significant cyclist growth, faster buses?

Does it complement LGWM – or are motor vehicles & EVs not included in this?

Is this good for all Wellingtonians/ ratepayers?

Is it good for greater Wellington population to access State Highway 1 to/from the Airport and the Hospital?

Have we explored all the options for placement of cycleways – are the already implemented Newtown changes to narrower roads actually safer for cyclists?

Could we save some money somewhere here to put towards other key infrastructure projects that are really concerning Wellingtonians – eg water & waste management

Wellington literally can't afford to get this wrong - so let's get the proper due diligence done for the sake of us all, for now and future generations.

**Paul Logan**

**Resene Central Regional Manager**



**Feedback**



<b>NAME:</b> [Redacted]	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

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**Please provide any comments here:**

--

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

<b>Walking in the area?</b>	
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<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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

**How important is it to make street improvements so buses are quicker and more reliable?**

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To	info@wcc.govt.nz	
Submission/ traffic resolution	Proposed bus and bike improvement from Newtown to the waterfront via Riddiford Street, Adelaide Road, Cambridge Terrace and Kent Terrace  Please send this submission to the above proposed changes by WCC and traffic resolution. (TR173-22)	
email address		
Personal / business /Building Name choose one		
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Signature		Date
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**Feedback**



<b>NAME:</b> [Redacted]	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> Working Hands	<b>ORAL SUBMISSION</b> Yes
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These include traffic resolution TR173-22**

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email address	[REDACTED]	
Personal / business /Building Name choose one	Working Hands	
Address	[REDACTED]	
Signature	[REDACTED]	Date 31-8-2022
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Submission ends.

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**Feedback**



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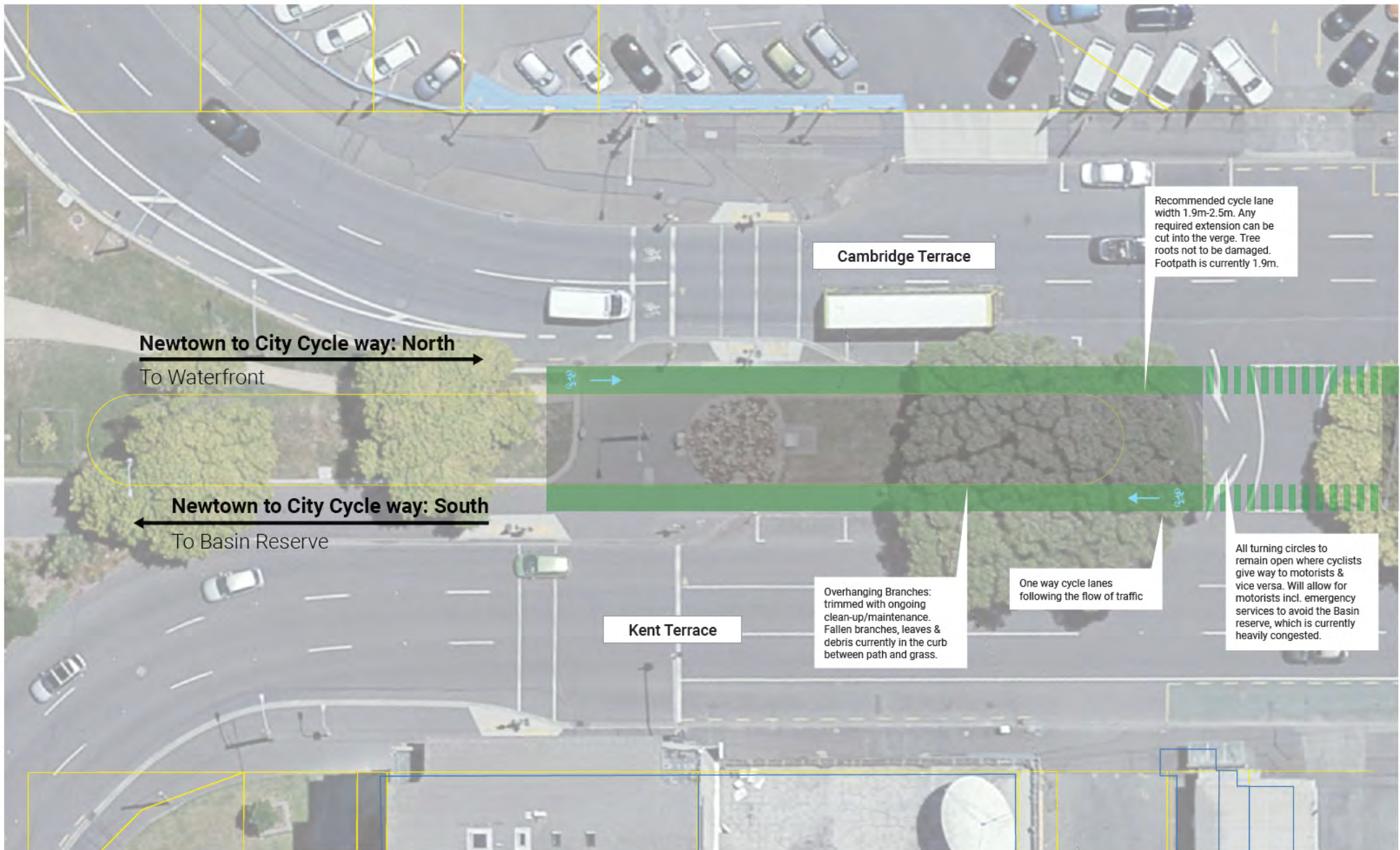
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**Newtown to City Cycle way: North**  
To Waterfront →

**Newtown to City Cycle way: South**  
← To Basin Reserve

**Cambridge Terrace**

**Kent Terrace**

Recommended cycle lane width 1.9m-2.5m. Any required extension can be cut into the verge. Tree roots not to be damaged. Footpath is currently 1.9m.

Overhanging Branches: trimmed with ongoing clean-up/maintenance. Fallen branches, leaves & debris currently in the curb between path and grass.

One way cycle lanes following the flow of traffic

All turning circles to remain open where cyclists give way to motorists & vice versa. Will allow for motorists incl. emergency services to avoid the Basin reserve, which is currently heavily congested.







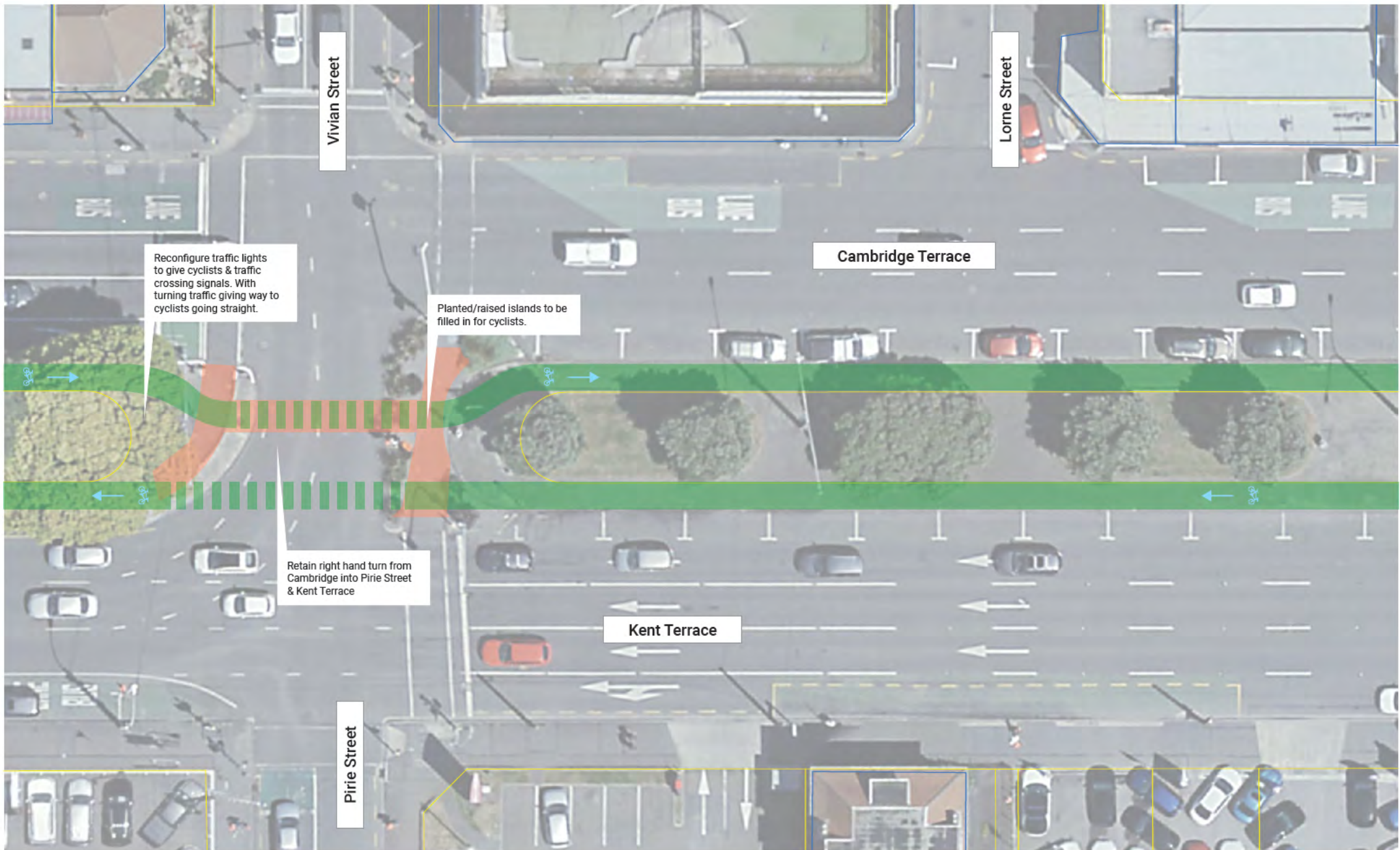
Fifeshire Ave

Cambridge Terrace

Kent Terrace

Turning circle to remain open, to service business on Fifeshire ave, College & Lorne st without the need to push further traffic up Tory st. Which is currently heavily congested.

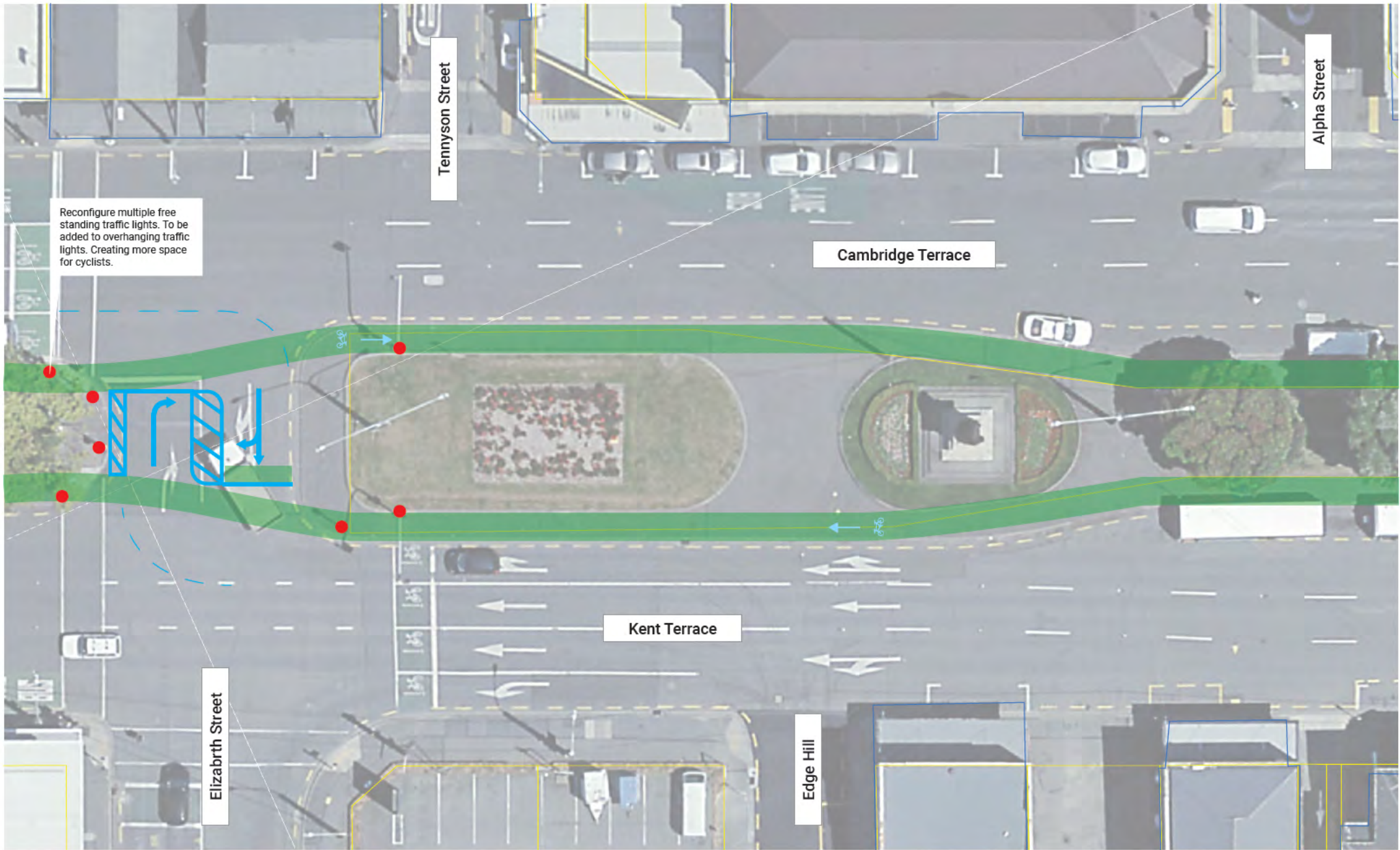








● Traffic light



Reconfigure multiple free standing traffic lights. To be added to overhanging traffic lights. Creating more space for cyclists.

Tennyson Street

Cambridge Terrace

Alpha Street

Kent Terrace

Elizabeth Street

Edge Hill

● Traffic light



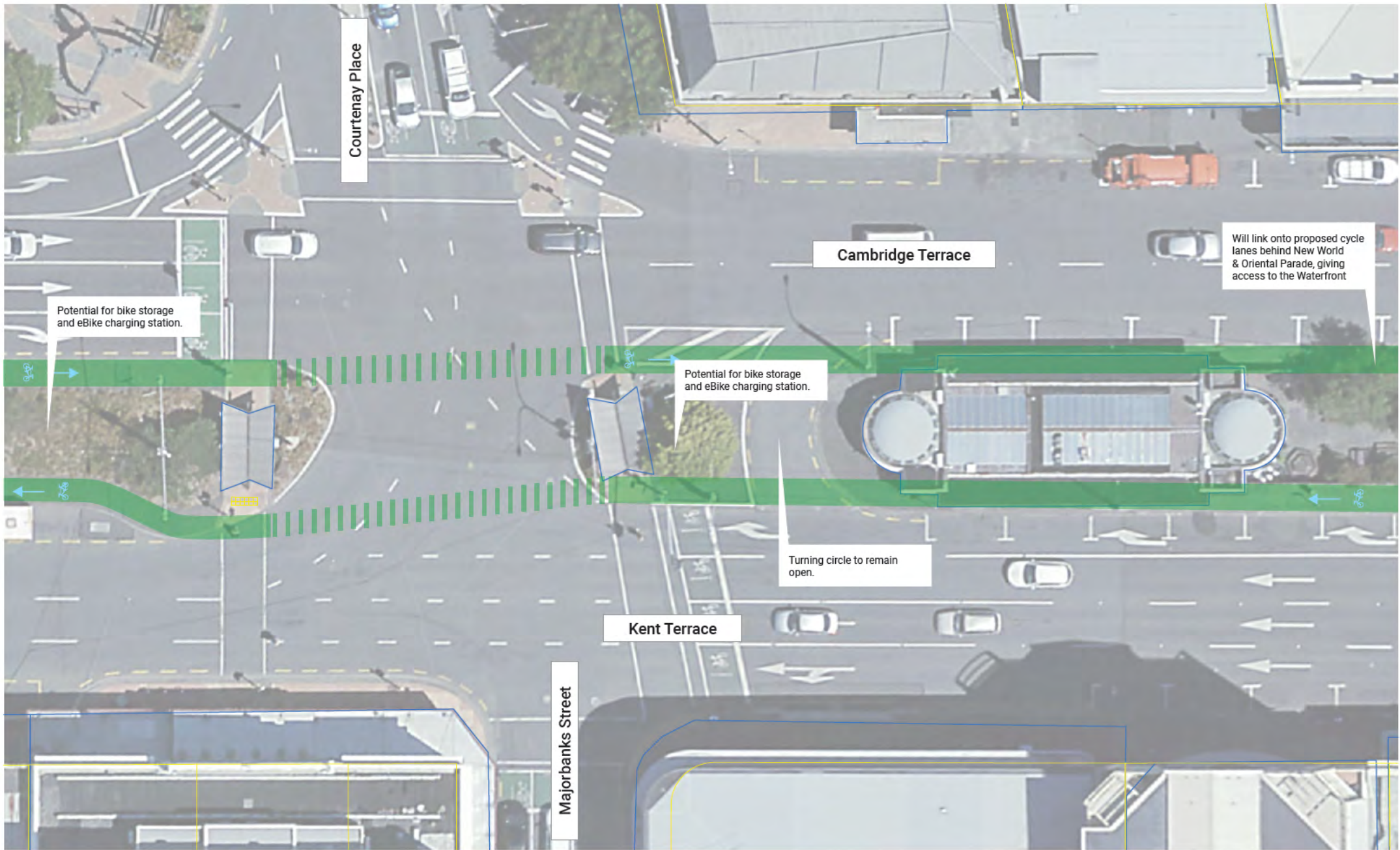


Alpha Street

Cambridge Terrace

Kent Terrace













**Feedback**



<b>NAME:</b> [Redacted]	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Submission ends.

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**Feedback**



<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL SUBMISSION</b>
			Yes

**Do you support the proposed changes to the Newtown to city route?**  
 These include traffic resolution TR173-22

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**Please provide any comments here:**

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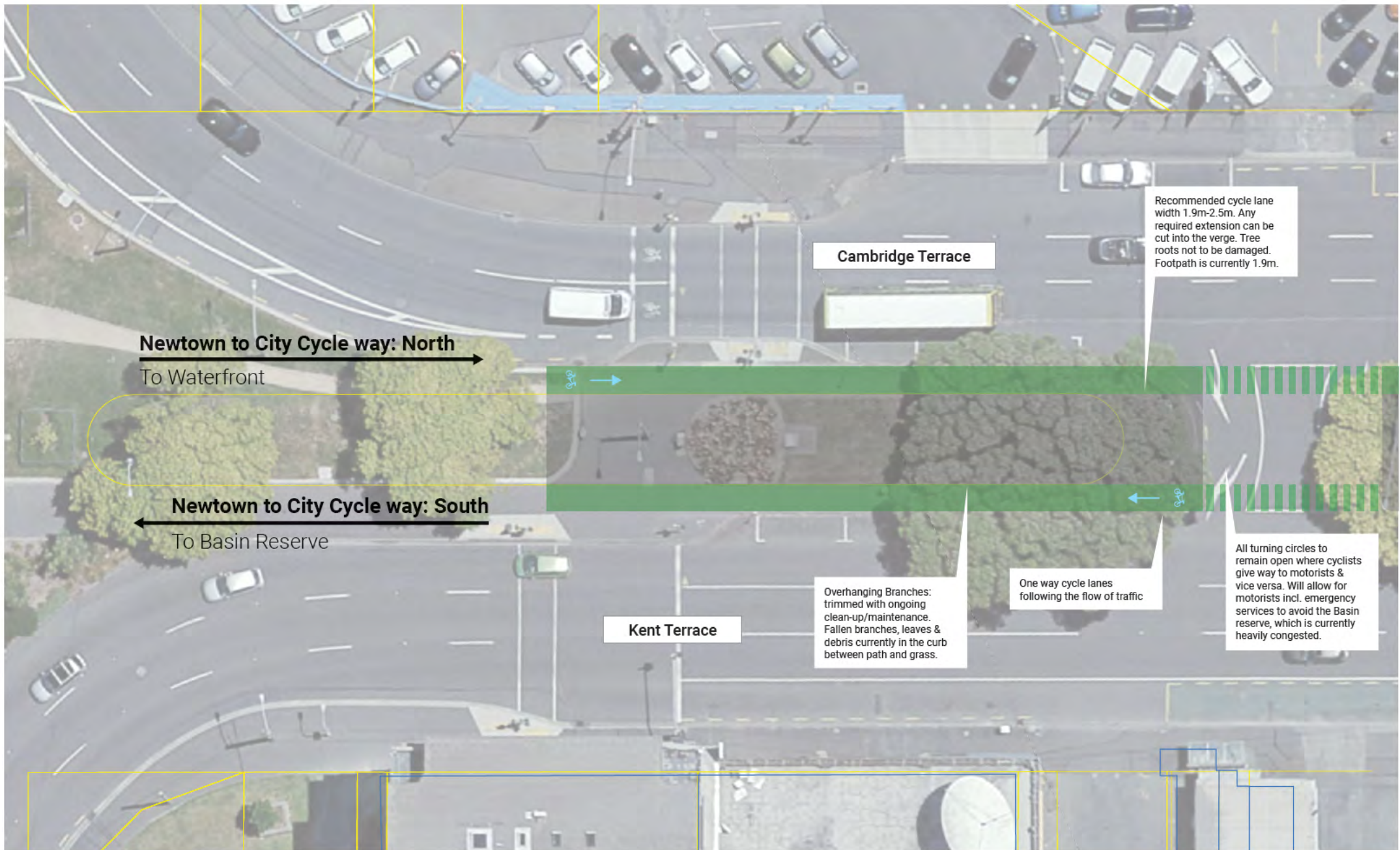
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Submission ends

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**Newtown to City Cycle way: North**  
To Waterfront

**Newtown to City Cycle way: South**  
To Basin Reserve

**Cambridge Terrace**

**Kent Terrace**

Recommended cycle lane width 1.9m-2.5m. Any required extension can be cut into the verge. Tree roots not to be damaged. Footpath is currently 1.9m.

Overhanging Branches: trimmed with ongoing clean-up/maintenance. Fallen branches, leaves & debris currently in the curb between path and grass.

One way cycle lanes following the flow of traffic

All turning circles to remain open where cyclists give way to motorists & vice versa. Will allow for motorists incl. emergency services to avoid the Basin reserve, which is currently heavily congested.









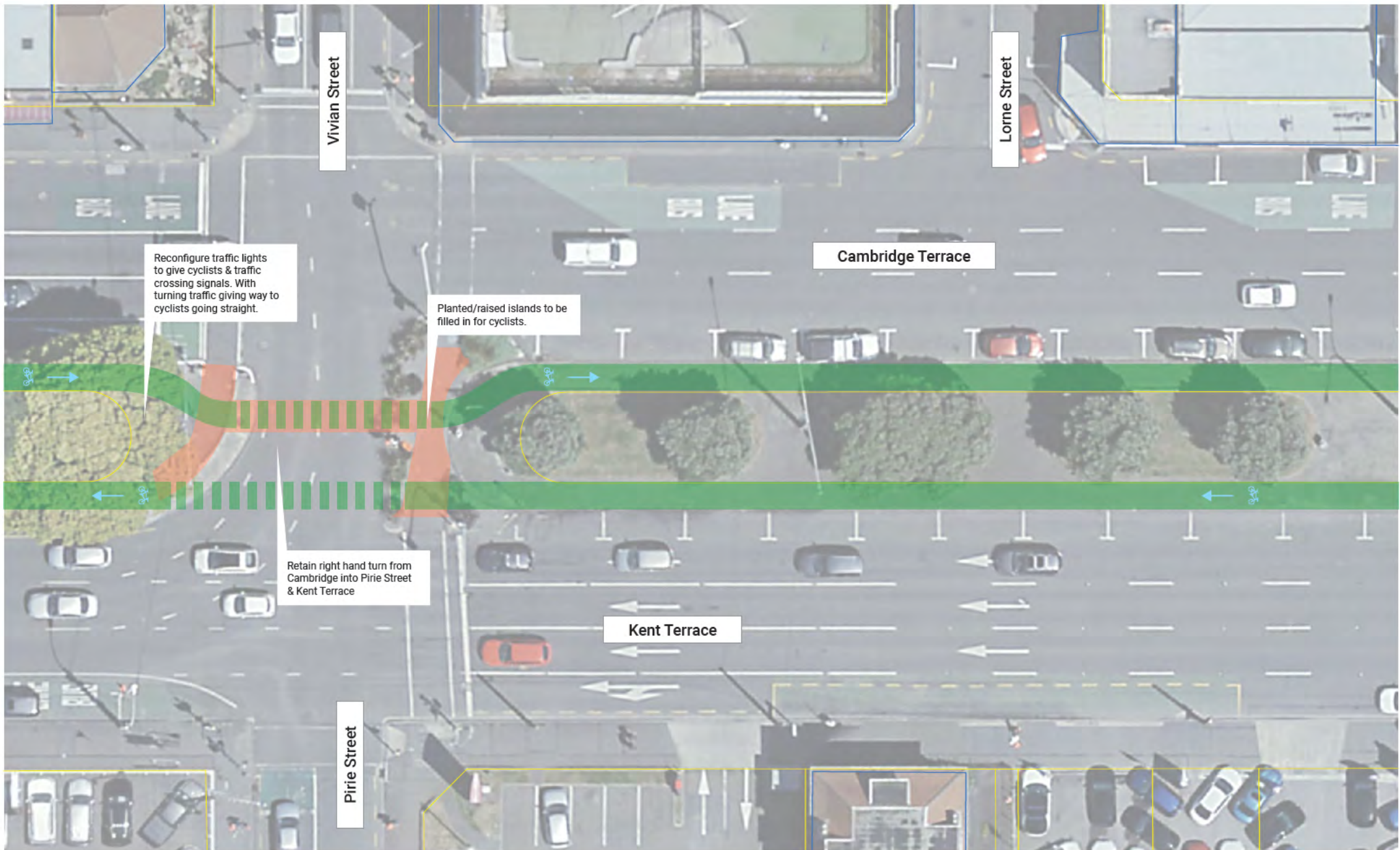
Fifeshire Ave

Cambridge Terrace

Kent Terrace

Turning circle to remain open, to service business on Fifeshire ave, College & Lorne st without the need to push further traffic up Tory st. Which is currently heavily congested.

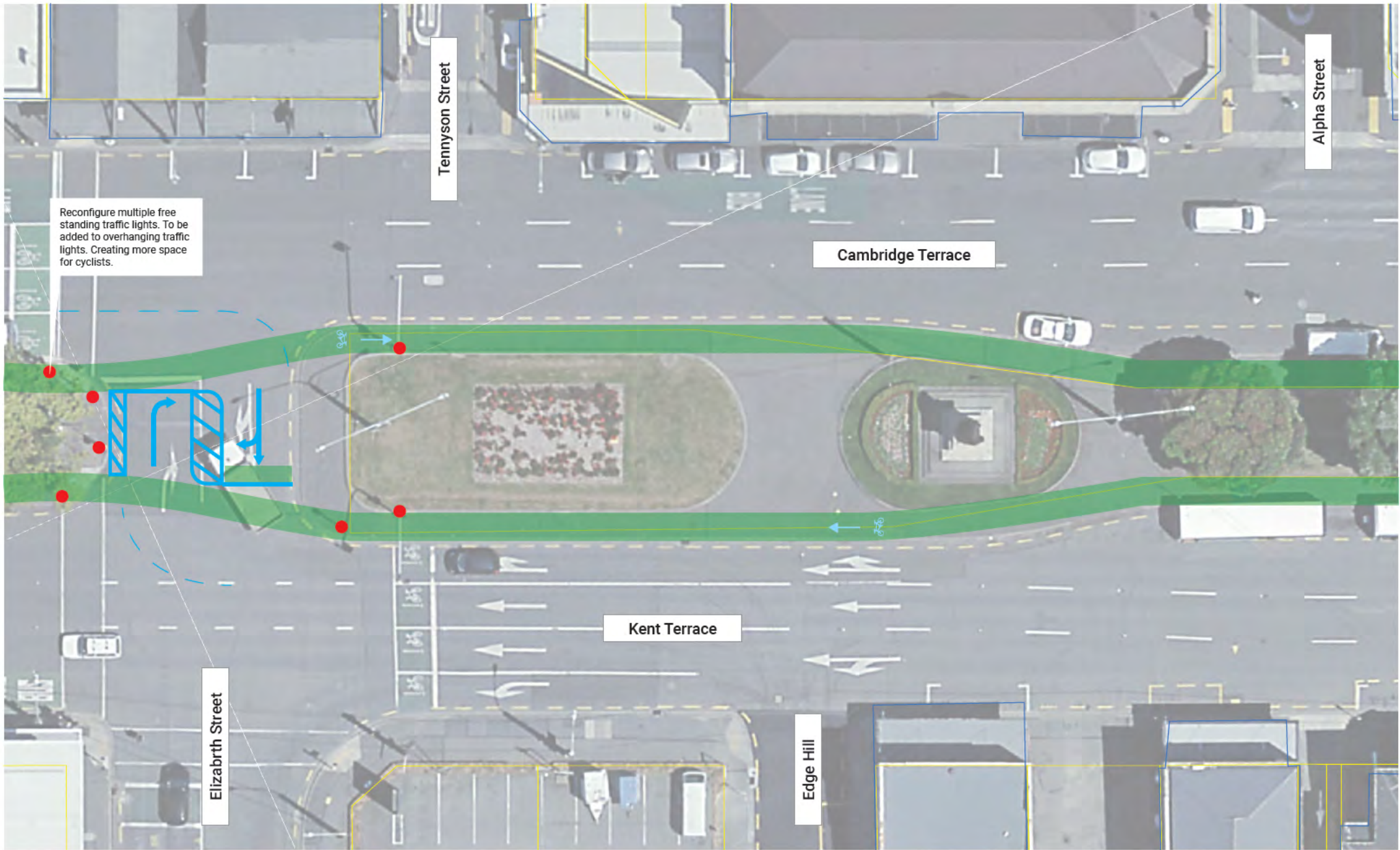








● Traffic light



Reconfigure multiple free standing traffic lights. To be added to overhanging traffic lights. Creating more space for cyclists.

Tennyson Street

Cambridge Terrace

Alpha Street

Kent Terrace

Elizabeth Street

Edge Hill

● Traffic light



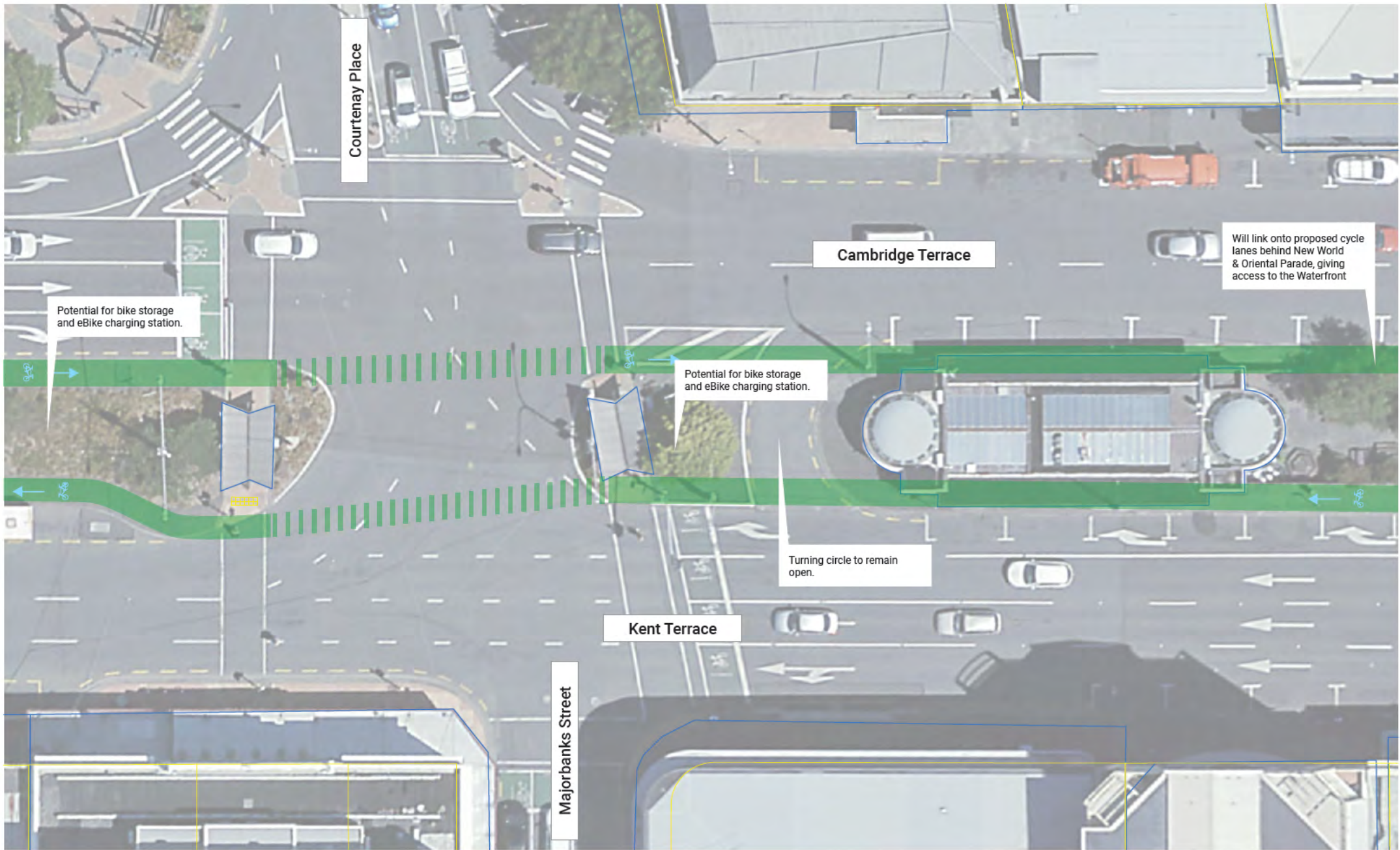


Alpha Street

Cambridge Terrace

Kent Terrace





Courtenay Place

Cambridge Terrace

Kent Terrace

Majorbanks Street

Potential for bike storage and eBike charging station.

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Turning circle to remain open.

Will link onto proposed cycle lanes behind New World & Oriental Parade, giving access to the Waterfront











**Feedback**



<b>NAME:</b> [REDACTED]	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> Greenford Holdings LTD	<b>ORAL SUBMISSION</b> Yes
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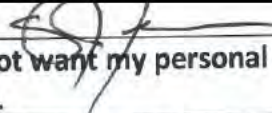
As well as the submission I comment that our rates have increased another 15% and we now pay \$56K for a property that you want to put a cycle lane in front of. Time you worked out which side of your bread is buttered?

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Cyclists should be registered with license plates and have WOFs to be on roads and footpaths, people are being injured or threatened by riders that simply can not be traced.

Do not want dedicated lanes for cycles and buses, the roads are for sharing. Want all parks and loading zones reinstated as they were prior to the cycleway installation and a decent design plan that is a win-win for all be discussed and designed.

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**Feedback**



<b>NAME:</b> Mitchell McGregor	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL SUBMISSION</b> Yes
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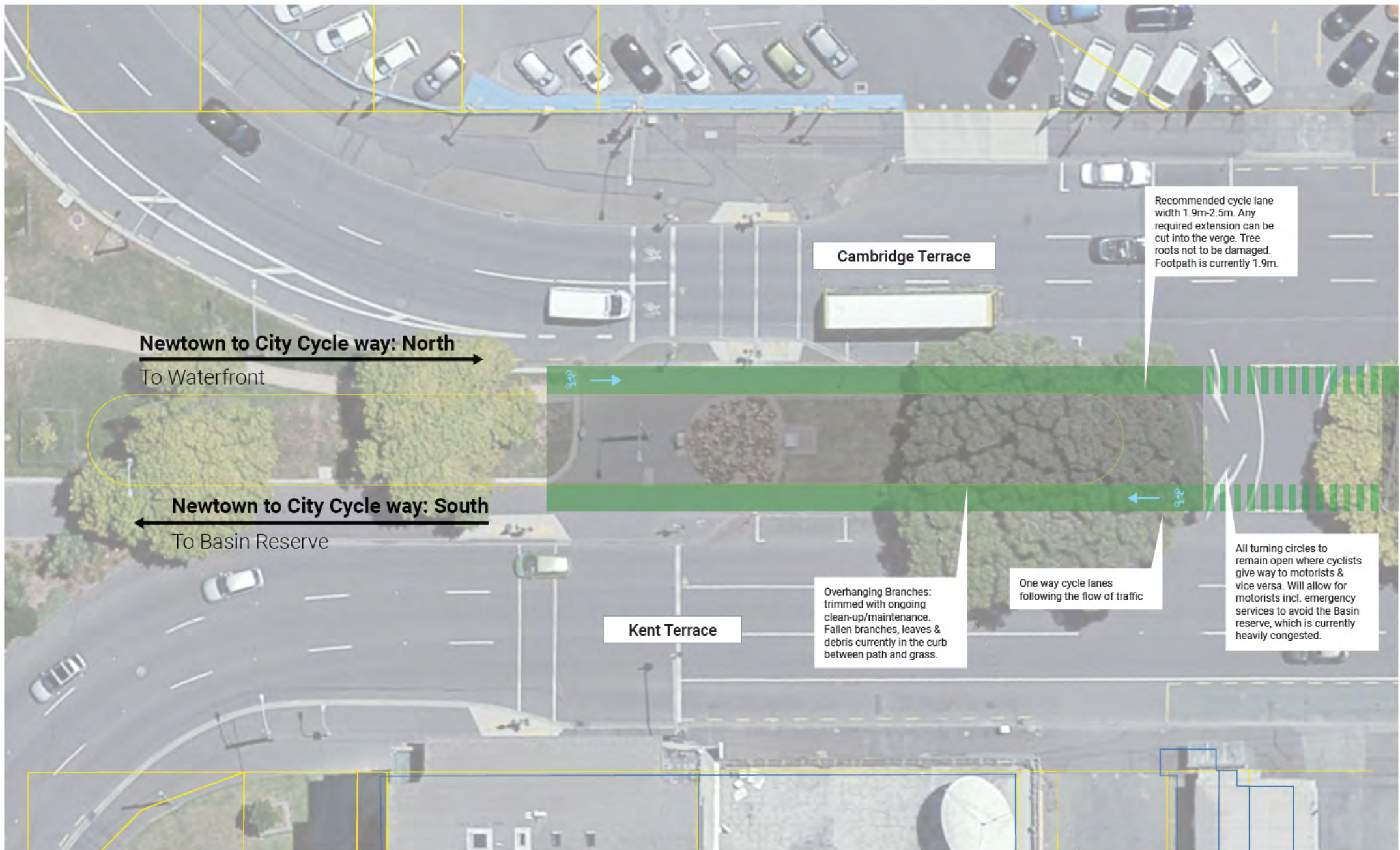
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Submission ends

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**Newtown to City Cycle way: North**  
To Waterfront

**Newtown to City Cycle way: South**  
To Basin Reserve

**Cambridge Terrace**

**Kent Terrace**

Recommended cycle lane width 1.9m-2.5m. Any required extension can be cut into the verge. Tree roots not to be damaged. Footpath is currently 1.9m.

Overhanging Branches: trimmed with ongoing clean-up/maintenance. Fallen branches, leaves & debris currently in the curb between path and grass.

One way cycle lanes following the flow of traffic

All turning circles to remain open where cyclists give way to motorists & vice versa. Will allow for motorists incl. emergency services to avoid the Basin reserve, which is currently heavily congested.





Barker Street

Cambridge Terrace

Kent Terrace

Turning circle to remain open, to service business on Fifshire ave, College & Lorne st without the need to push further traffic up Tory st. Which is currently heavily congested.



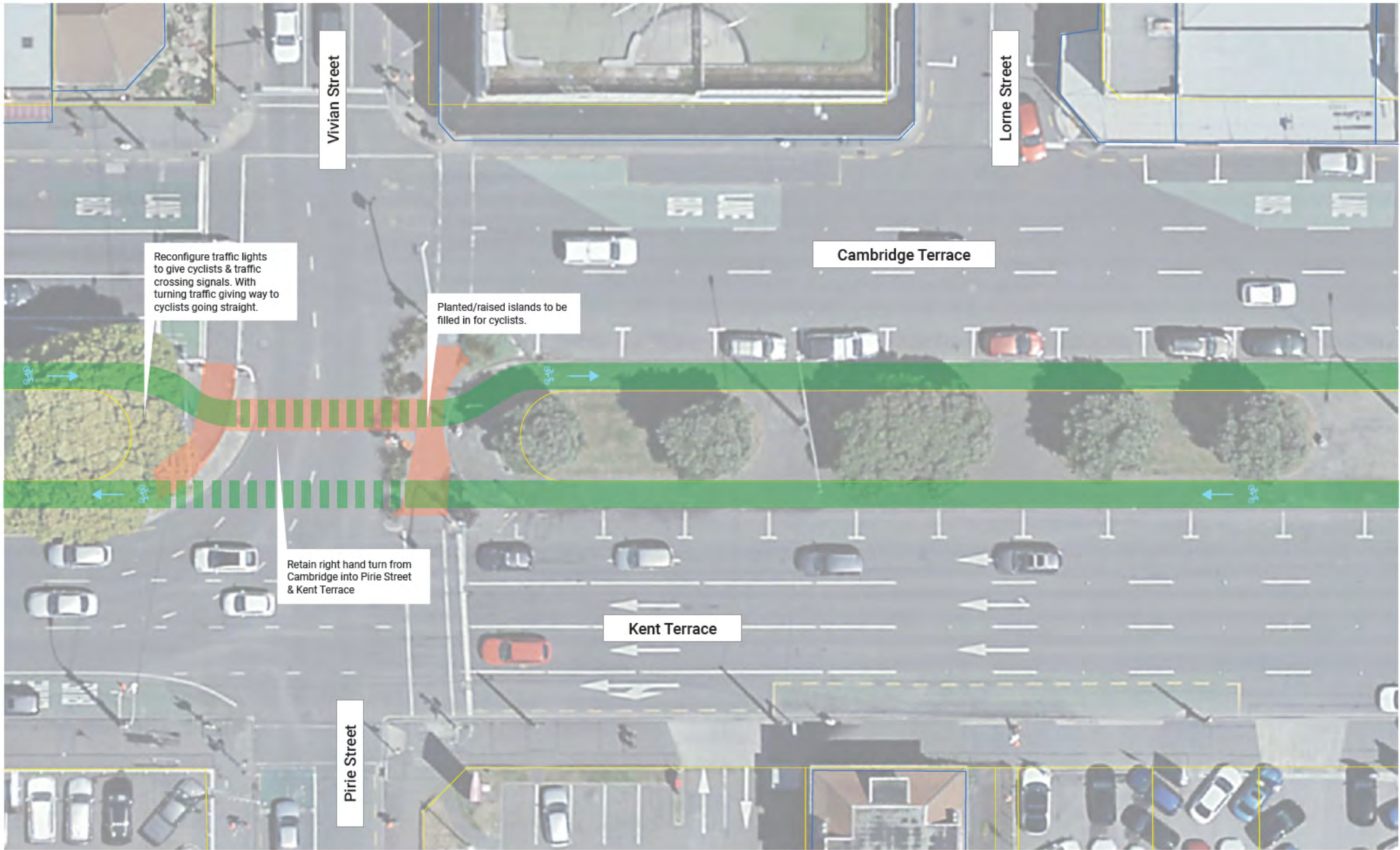
Fifeshire Ave

Cambridge Terrace

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Vivian Street

Lorne Street

Cambridge Terrace

Reconfigure traffic lights to give cyclists & traffic crossing signals. With turning traffic giving way to cyclists going straight.

Planted/raised islands to be filled in for cyclists.

Retain right hand turn from Cambridge into Pirie Street & Kent Terrace

Kent Terrace

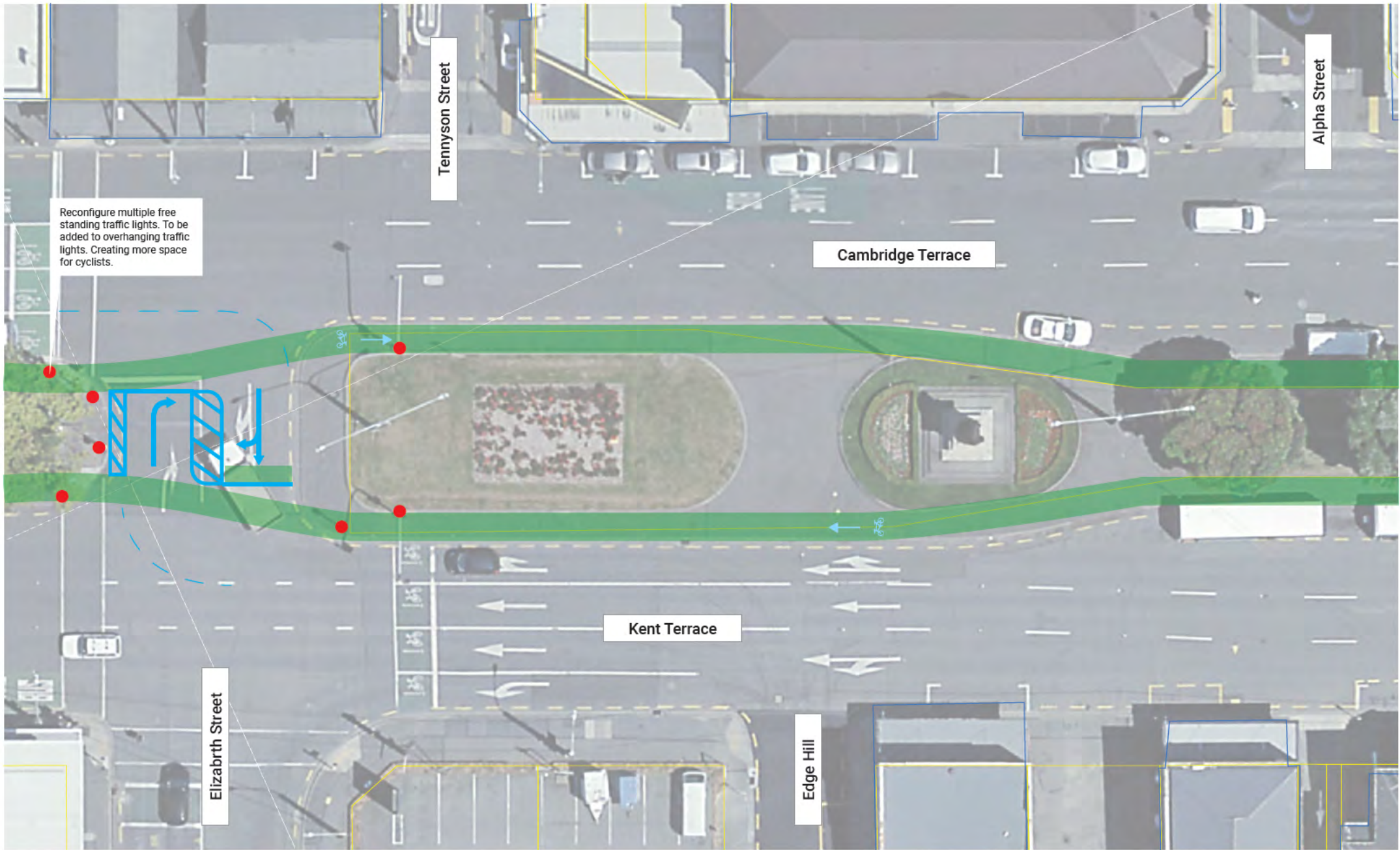
Pirie Street





● Traffic light





● Traffic light

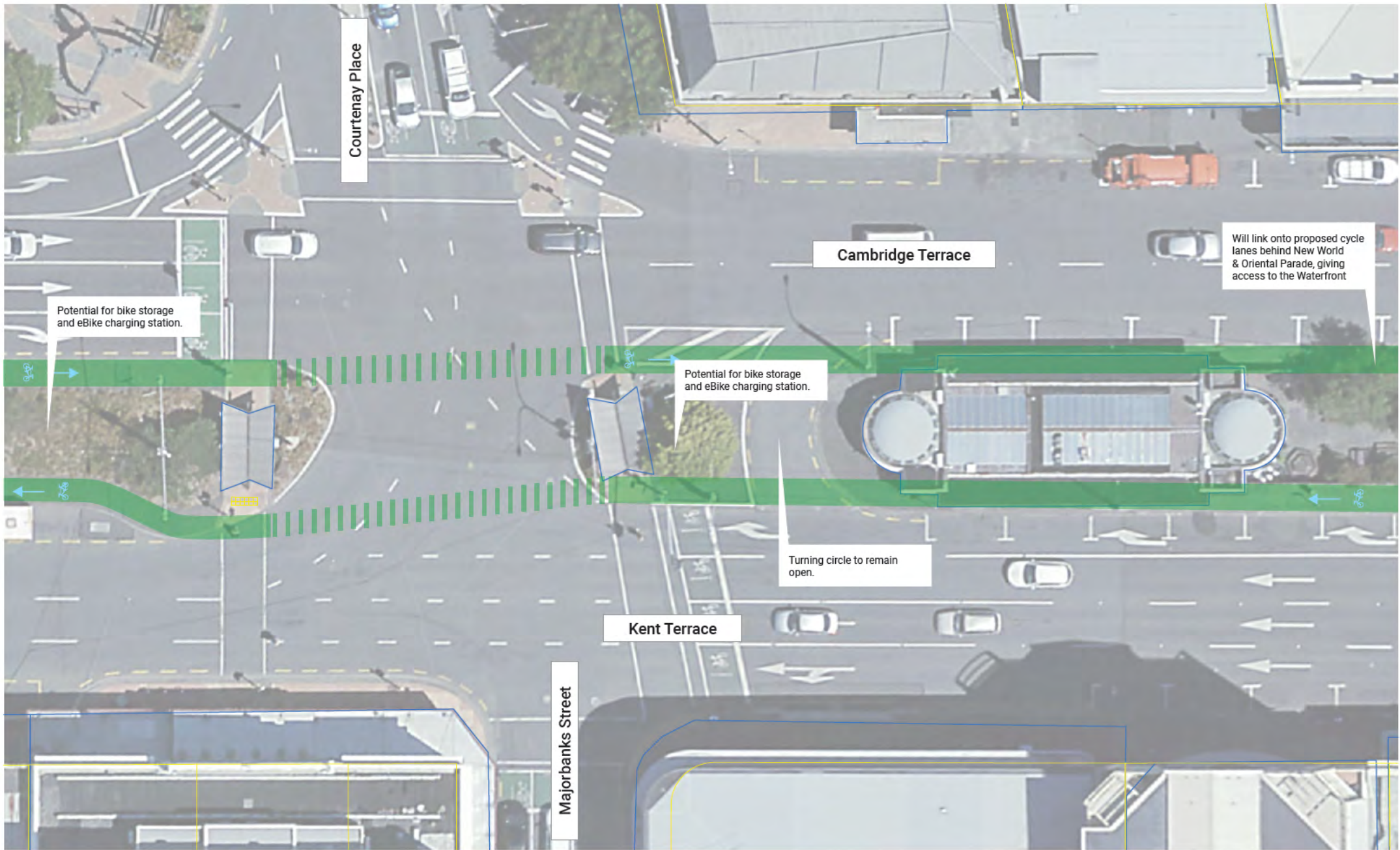


Alpha Street

Cambridge Terrace

Kent Terrace





Courtenay Place

Cambridge Terrace

Kent Terrace

Majorbanks Street

Potential for bike storage and eBike charging station.

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Turning circle to remain open.

Will link onto proposed cycle lanes behind New World & Oriental Parade, giving access to the Waterfront









**Feedback**



<b>NAME:</b> [Redacted]	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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**Do you support the proposed changes to the Newtown to city route?**  
These include traffic resolution TR173-22

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**Please provide any comments here:**

--

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

<b>Walking in the area?</b>	
<b>Using the bus?</b>	
<b>Riding bikes?</b>	
<b>Driving vehicles/or riding motorbikes?</b>	
<b>Living in the area?</b>	
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<b>Visiting a business in the area?</b>	
<b>Living with mobility or accessibility issues?</b>	

**Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:**

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

**How important is it to make street improvements so buses are quicker and more reliable?**

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To	info@wcc.govt.nz
Submission:	Proposed bus and bike improvement from Newtown to the waterfront via Riddiford Street, Adelaide Road, Cambridge Terrace and Kent Terrace  Please send this submission to the above proposed changes by WCC and traffic resolution.
traffic resolution	(TR173-22)
Personal / business /Building Name choose one	Personal
Address	[REDACTED]
email address	[REDACTED]
Privacy	<b>I do not want my personal details nor contact details in the public arena.</b>
Oral submission	<b>Reserve the right to make an oral submission</b>

**STRONGLY OPPOSE** CHANGED ASPECTS AND FUTURE ASPECTS of this TR and cycleway, bus improvements.

Submission period needs to be lengthened to 21 weeks, currently WCC have too many requests for submissions that substantially impact Wellingtonians and those interacting with Wellington. To present submissions to WCC and do justice in such a short space of time for citizens is too steep to ask of the ratepayers time. The length of this cycleway has very diverse needs in each of its sections, a broad brushstroke approach for all streets and intersections applied from other suburbs will make the functional streets and intersections of this route dysfunctional, simply put more time needed by individuals, businesses and property owners to submit is required.

Not enough consultation has been done with individuals, businesses and property owners for such a substantial hinderance to Wellingtonians.

Cyclists should be registered with license plates and have WOFs to be on roads and footpaths, people are being injured or threatened by riders that simply can not be traced.

Do not want dedicated lanes for cycles and buses, the roads are for sharing. Want all parks and loading zones reinstated as they were prior to the cycleway installation and a decent design plan that is a win-win for all be discussed and designed.

The numbers of cyclists (currently and likely in future) using this proposed cycleway does not support the undoubted upheaval and negative consequences created by the proposal. WCC is using numbers that have not been properly validated with empirical evidence and cherry picking anecdotes from cycleways overseas as well as creating scare tactics around an apparent current lack of safety for cyclists. The cycleway creation is a general installation that does not take into account at least 7 sections of the road that have very different uses along the route for the residents, business and people coming into these areas; they have been excluded/will be excluded from using the areas at the advantage of cyclists; again a detrimental impact to groups excluded by WCC. There is no supporting data to prove the massive predicted increase by the council of 76% might cycle. The survey questions don't ask the right questions. They are biased and created to suit the agenda. Please consider the detailed analysis by Tailrisk Economics August 2022 Report on the WCC Cycleway.

WCC has no economic impact on effects of creating cycle lanes and dedicated bus lanes along route. WCC have no feasibility study on the impacts of Wellington citizens, its environment and emissions output has been correlated only biased funneling of information on very small data sets has occurred of approximately 600 for Botanic gardens for example given the population of Wellington and the seasonal population of Wellington this minute statistic can not be held as the pivotal figure of change for the Botanic Gardens area nor similar deductions for other parts of Wellington, the correlation is very poor.

Where are the success and failure criteria for this project?

The council Business Case and MCA (Multi Critical Analysis) of the route with the myopic selection of stakeholders and assessment criteria is scandalous, with little or no consideration of resident property assets, business interests, or wider traffic implications. Publishing this type of analysis to back an orchestrated outcome is despicable and has no place in a professional public service.

**Feedback**



<b>NAME:</b> John Whiting	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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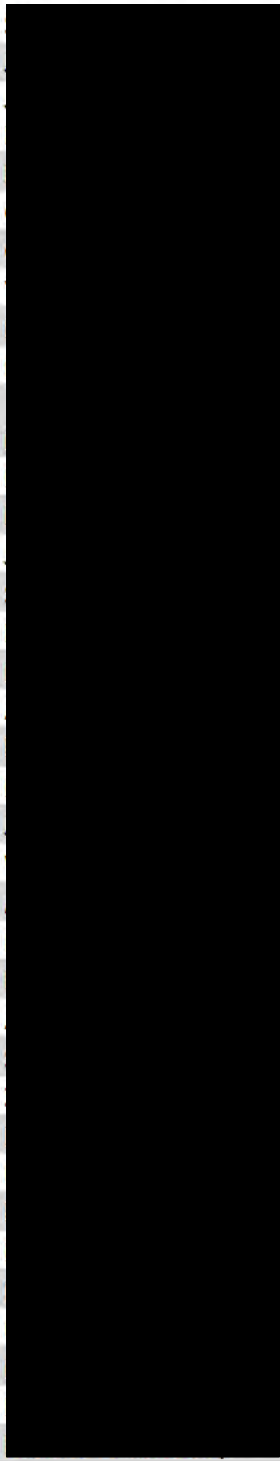
<b>How important is it to have a connected and complete network of biking routes across the city?</b>	<b>How important is it to make street improvements so buses are quicker and more reliable?</b>
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Sent from my iPhone. As a longtime Wellington southern suburbs home-owning resident, I wish to submit my opposition to Council's current proposals re bus/bike lanes on Riddiford Street, Newtown, and extending further on into the City as listed above. The removal of all car parks along these routes is already impacting severely on the remaining small retailers, who are also under ongoing costs pressure from numerous other quarters, e.g. inflation, massive rates and insurance premium rises. The picture I see is that Council has walked away from retailers, small, and larger, in apparent blindness as to their importance to this City economically. Additionally, car park elimination in Riddiford Street North will have a severe impact on those, especially the sick and elderly, visiting Wellington Hospital, and the Blood Testing Centre. Council could, and should be looking at alternative routes for cycleways, rather than Riddiford Street, demonstrably the busiest traffic thoroughfare in the area. This would enable the reinstating of car parking in this critical section of the Newtown traffic structure. Myself and family are long-standing customers and supporters of Four Seasons Florist of Riddiford Street, and are well aware of the detrimental effects of Council's cycle way/ car park removal policies on this and the other struggling retailers in the precinct. John Whiting, [REDACTED]

The people below all made the same submission which can be found on the following pages

	An individual
	An individual
	An individual
	An individual
	An individual
	An individual
	Rice Bowl Burger Bar
	An individual
	An individual on behalf of an organisation
	An individual
	Glassworks 2000 ltd.
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Not enough consultation has been done with individuals, businesses and property owners for such a substantial hindrance to Wellingtonians. Cycle lanes have been badly designed and the plan submitted ( see attachment )to use the centre Island in Kent and Cambridge terrace should be considered as the damage the councils plan will make economically to this and all the areas is huge ,the roads are for **sharing**. Want all parks and loading zones reinstated as they were prior to the cycleway installation and a decent design plan that is a win-win for all be discussed and designed.

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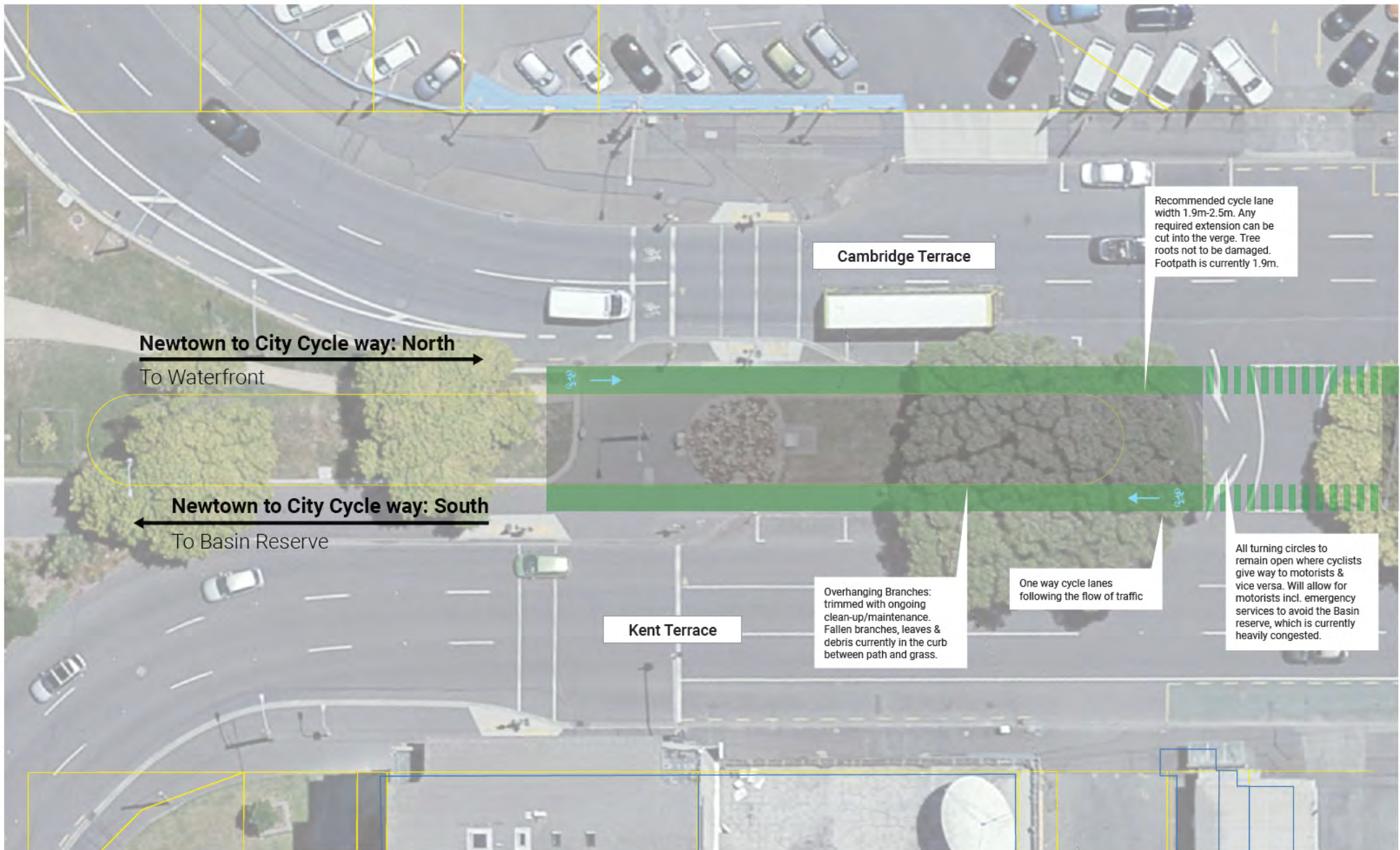
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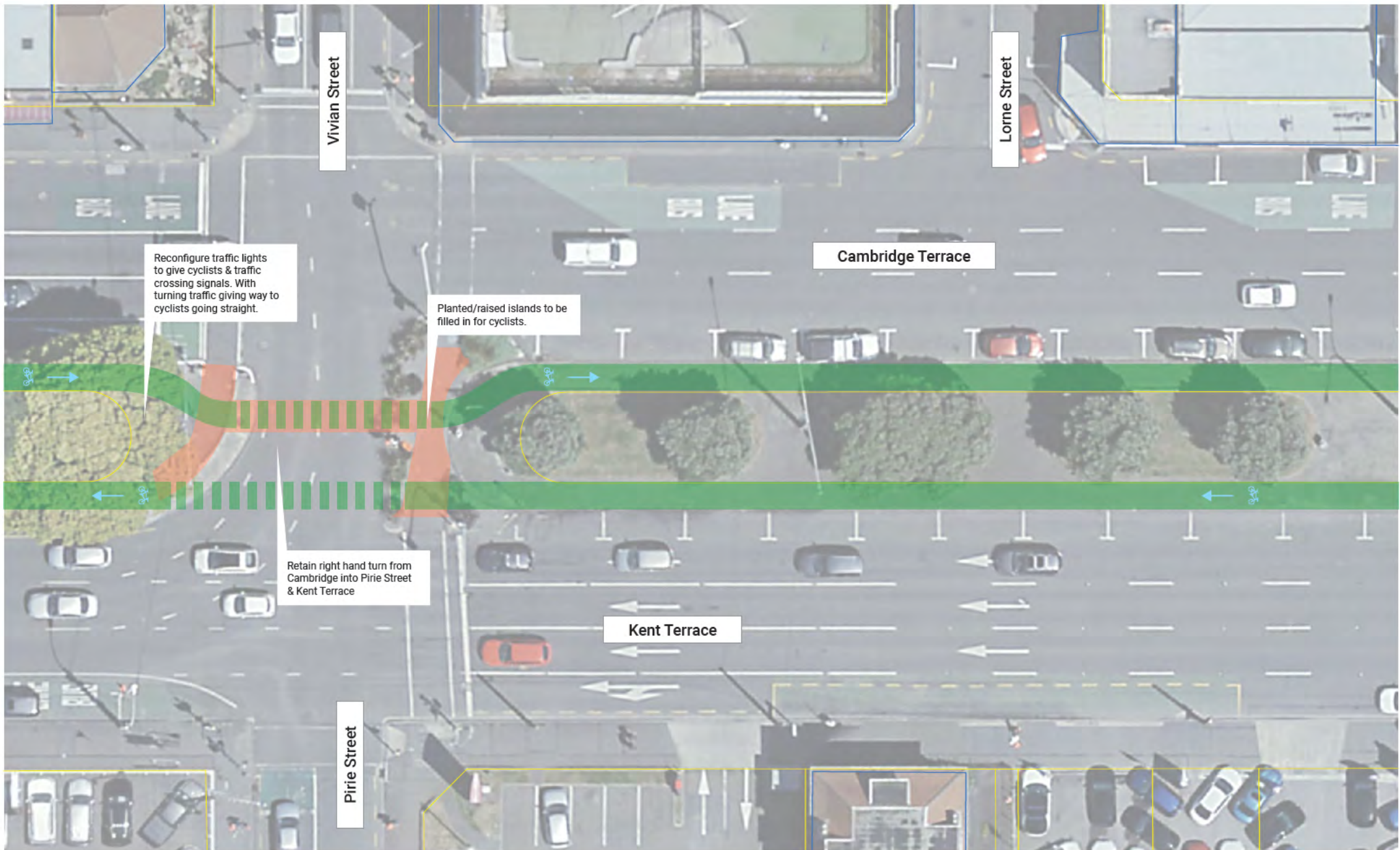
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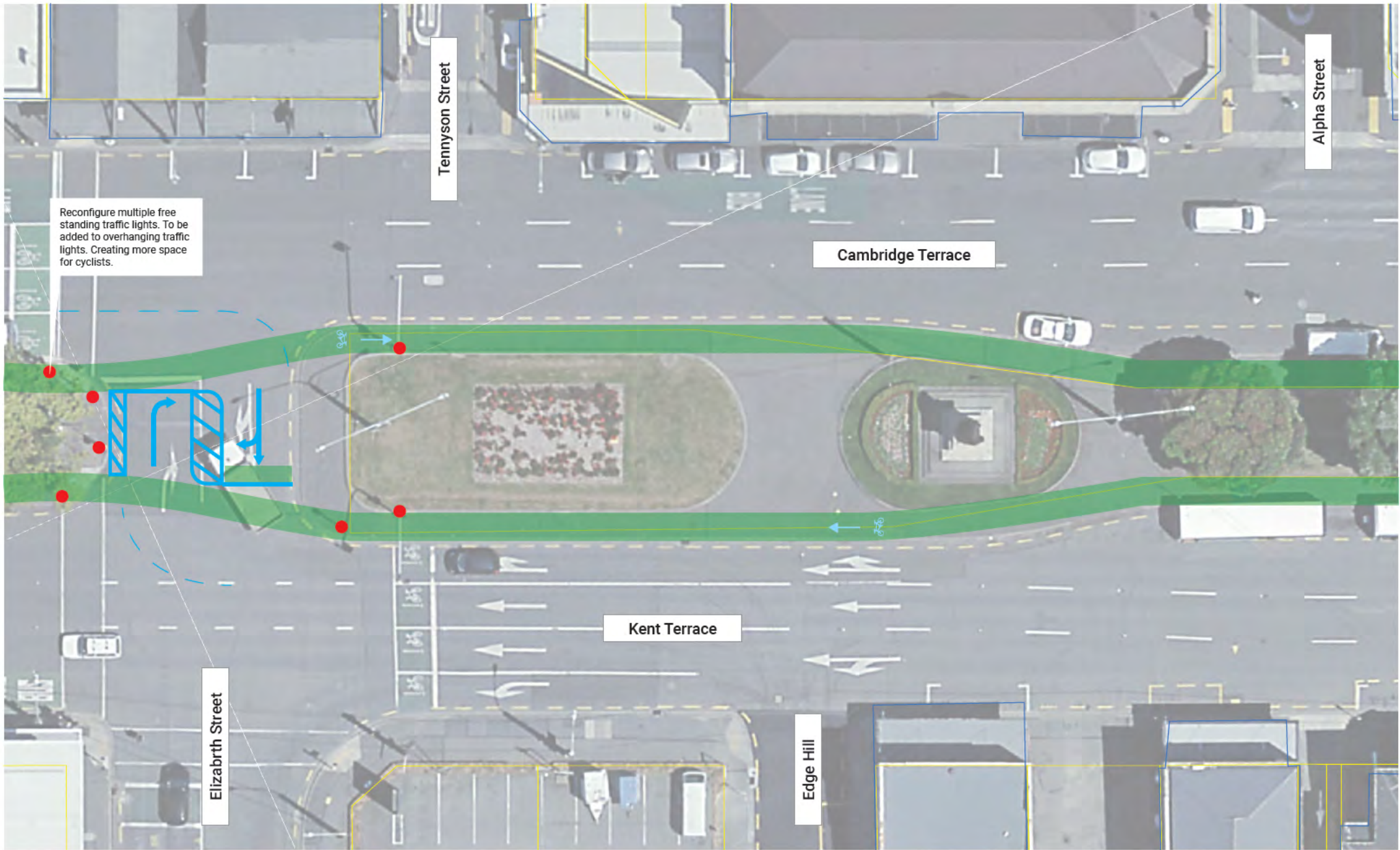








● Traffic light



Reconfigure multiple free standing traffic lights. To be added to overhanging traffic lights. Creating more space for cyclists.

● Traffic light



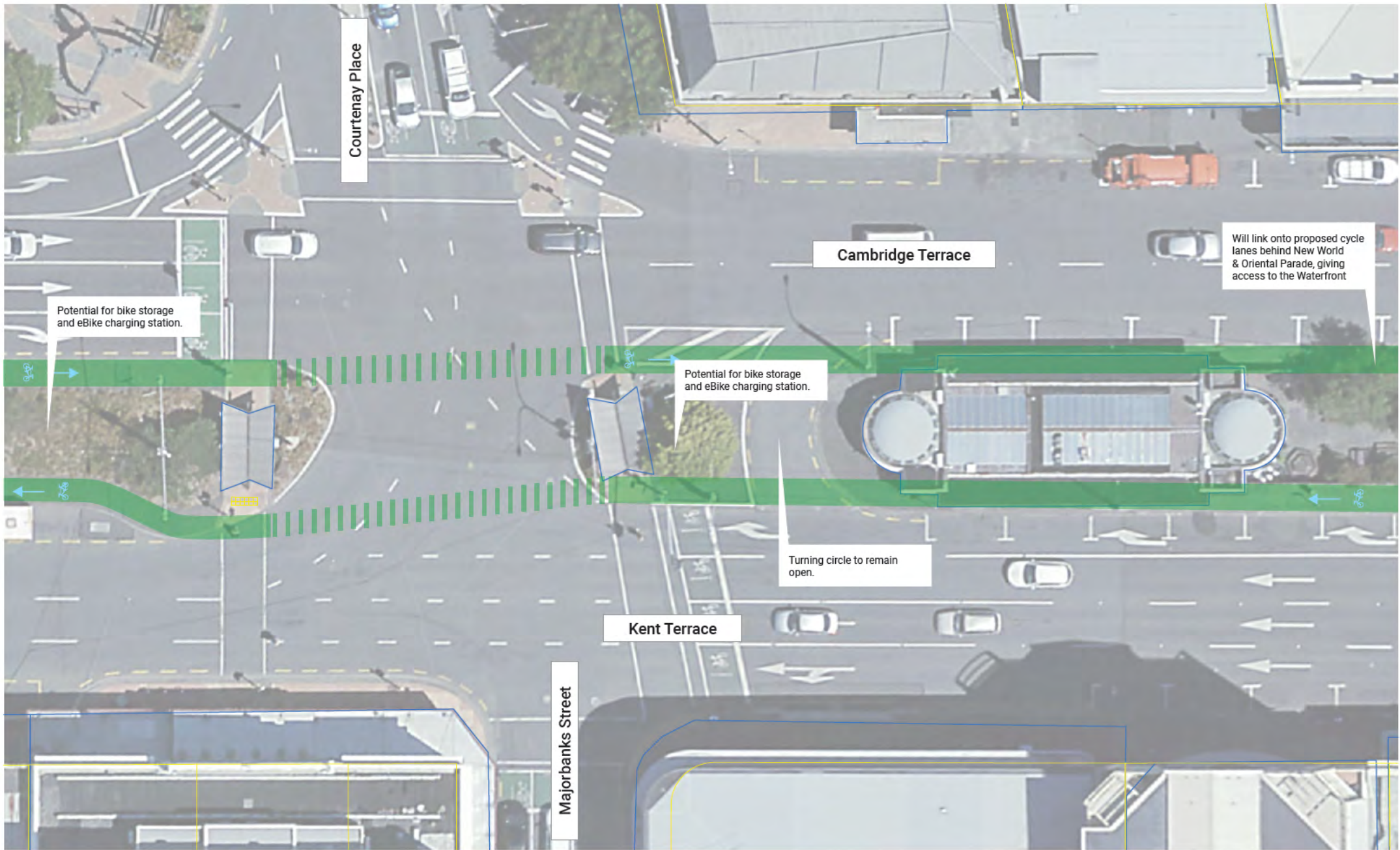


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